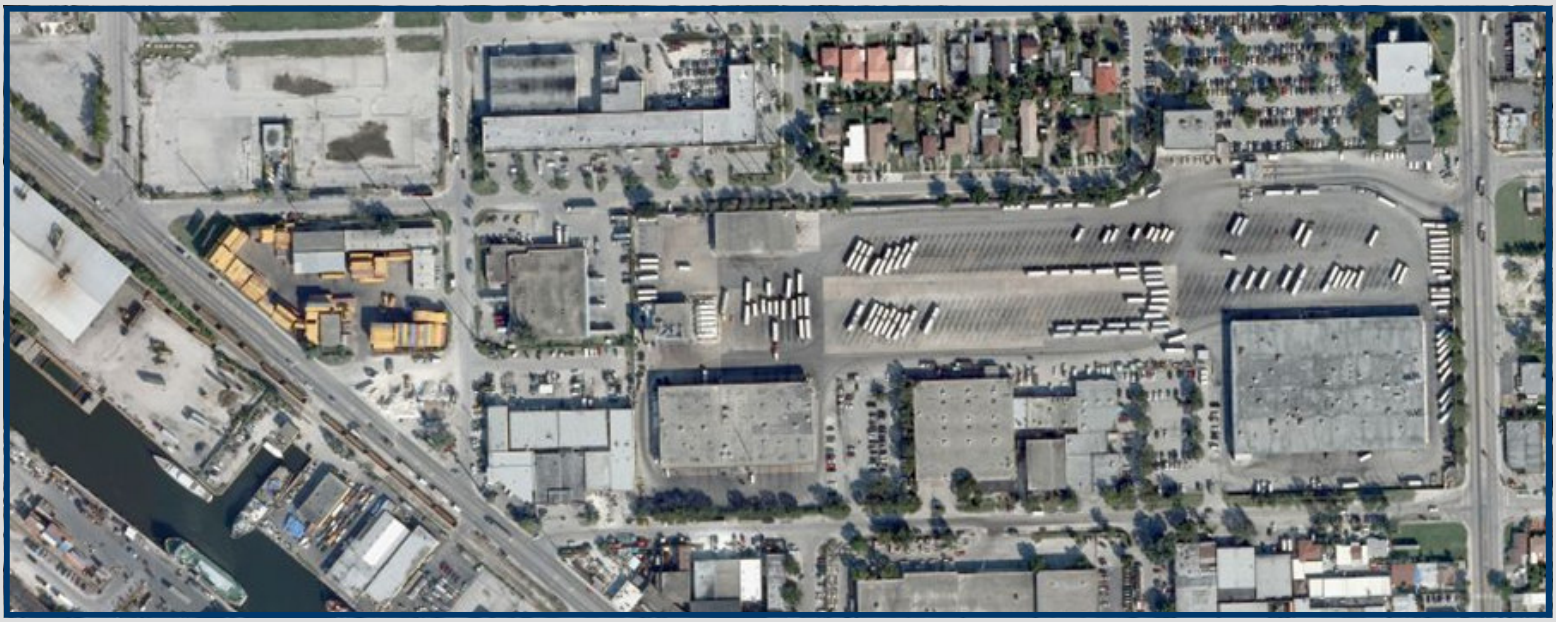
SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

Miami-Dade Transit
Central Bus Maintenance Facility

3300 NW 32nd Avenue
Unincorporated Miami-Dade County, Florida 33142



MIAMI-DADE COUNTY

Work Order #010-D03/01-CEI

CEI Project No. 70238

December 2009

CHEROKEE ENTERPRISES, INC.

IN CASE OF EMERGENCY:

Officials are to be contacted in the order shown below.

Spill Notification Procedures – On-Site Personnel			
Spill Criteria/Quantity		**Contact Agency/Officials**	**Telephone**
1	Any Spill	MDT Central Support Services Superintendent (Major Overhaul Garage Chief) Lennox Roach	786-564-6437
2	Any Spill	MDT Central Operation and Inspection (O & I) Bus Maintenance Chief Guido Valdes	786-236-0502
3	Any Spill	MDT Environmental Department Senior Professional Engineer (Akbar Sharifi)	(786) 469-5269 (office) (305) 794-4327 (cell)

Spill Notification Procedures – Environmental Department Personnel Only			
Spill Criteria/Quantity		**Contact Agency/Officials**	**Telephone**
4	Any Spill[1]	Miami-Dade County Fire Station No. 59 (Airport North Side)	(786) 331-5000 9 – 1 – 1
5	>=25 gallons	DERM Compliance Complaint Desk	(305) 275-1186
6	>100 gallons on impervious surface >500 gallons in secondary containment	FDEP Southeast District Emergency Response Office	(954) 958-5575
		FDEP 24 hour State Warning Point	(800) 320-0519
		Emergency Response Contractors (Currently World Petroleum, Inc.)	(954) 327-0724
7	Spill into waterway[2]	National Response Center	(800) 424-8802
		U.S. Environmental Protection Agency, Region IV	(404) 562-8700

Notes to Tables:

1. Applicable only to spills which present flammable hazards or otherwise pose a danger to health and safety.
2. Applicable to spills greater than 1,000 gallons in a single event, or greater than 42 gallons in each of two events within a 12 month period.

SPILL PREVENTION, CONTROL AND COUNTERMEASURE PLAN

CENTRAL BUS MAINTENANCE FACILITY
3300 NW 32nd Avenue
Unincorporated Miami-Dade County, Florida 33142-5729

Prepared for:

Miami-Dade Transit
701 NW 1st Court, 15th Floor
Miami, Florida 33136

December 2009

Inspected and Reported by:

Adam Wosneski, P.E.
Project Manager

Signature: Adam M Wosneski

Date: 12/31/2009

Reviewed by:

Christine Franklin, P.E.
President

Signature:

Date: 12/31/09

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FIGURES

Executive Summary

This Spill Prevention, Control and Countermeasures (SPCC) Plan was developed in accordance with the requirements of Code of Federal Regulations (CFR), Title 40, Part 112 (SPCC Rule). Miami-Dade Transit (MDT) retained Cherokee Enterprises, Inc. (CEI) to prepare this SPCC Plan for the Central Bus Maintenance Facility (Central) located at 3300 NW 32nd Avenue, unincorporated Miami-Dade County, Florida, 33142. Methodologies used for the Plan's development included: researching applicable federal, state, and local regulations; conducting a facility inspection to determine oil discharge potential, impact, and possible receptors; and, developing site-specific spill prevention and response actions.

Developing this SPCC Plan does not ensure regulatory compliance, nor does it relieve MDT of responsibilities to implement it. Successful implementation of this Plan is contingent upon specific managerial requirements, including: periodic SPCC Plan review and revision; maintaining adequate spill prevention controls; effective employee training regiments for petroleum handling; and, maintaining a thorough testing and inspection program of all petroleum handling equipment. Actions required to implement this SPCC Plan are summarized in **Table 1**, below.

Table 1 – SPCC Implementation

Frequency	Action	SPCC Reference
Daily	Housekeeping Best Management Practices (BMPs)	Page 3-9
Monthly	Monthly inspection, plus additional items	Page 3-11, Appendix D
Annually	Annual inspection, plus additional items	Page 3-11, Appendix D
Annually / upon employment	Training	Page 3-12, 3-13
During Transfer Operations	Oil Transfer BMPs	Page 3-9
Every 5 years / amendments	Review SPCC Plan	Page 1-8, Appendix A
Emergency Response	Spill Cleanup and Notification	Inside cover, Pages 4-1 – 4-5, Appendix B, Appendix C

Based on the methodologies used and Plan components listed above, this SPCC Plan is adequate for Central and satisfies the principal objectives of the SPCC Rule of preventing oil discharges to the environment and responding to oil discharges so navigable waters of the United States are not impacted.

Section 1.0

Plan Administration

1.1 Plan Overview and Purpose

This Spill Prevention, Control, and Countermeasure (SPCC) Plan conforms to the requirements of Code of Federal Regulations (CFR) Title 40, Part 112. Miami-Dade Transit (MDT) has determined that this rule applies to the Central Bus Maintenance Facility (Central), and has implemented this Plan in advance of the required date for compliance with the provisions of the SPCC Rule, November 10th, 2010. A summary of the Federal rule and administrative compliance measures are included in Section 1 (Plan Administration). A cross-reference for compliance with the entire rule is included on the next page.

The objective of the SPCC Rule is twofold:

1. Prevent discharges of oil to the environment, and
2. Provide response so that oil does not reach navigable waters of the United States (U.S.).

Preparation of this SPCC Plan included an analysis of site conditions, operations, discharge potential, and impact to understand of the engineering controls, administrative procedures, and facility operation procedures necessary to comply with the rule. Thus, this Plan serves as a reference manual and documents the operational activities that should be employed to ensure ongoing compliance. In addition to Plan Administration, this Plan is organized as follows:

- Section 2: Site Evaluation details various key facility operations, the potential for petroleum discharges resulting from key processes, and the prediction of flow and impacts stemming from such discharges.
- Section 3: Spill Prevention describes various engineering and administrative controls to prevent petroleum spills, and specific regulatory requirements for spill prevention.
- Section 4: Spill Response describes specific administrative procedures and response actions to be undertaken in the event of an oil spill.

In addition, MDT has determined that Central does not meet the substantial harm criteria[1] of Code of Federal Regulations (CFR), Title 40, Part 112.20(f)(1) and is therefore not required to implement a Facility Response Plan (FRP).

(1) - Facilities required to develop a FRP are non-transportation-related facilities with a total oil storage capacity of greater than or equal to 42,000 gallons where operations include over-water transfers of oil, and facilities with a total oil storage capacity of greater than or equal to 1 million gallons in close proximity to public drinking water intakes.

1.2 SPCC Rule Cross-Reference

Table 2 – SPCC Rule Cross Reference		
Provision	**Description of Provision**	**Page**
§ 112.3 (d)	Professional engineer certification.	1-7
§ 112.3 (e)	Location of SPCC Plan.	1-9
§ 112.5	Plan review.	1-8, Appendix A
§ 112.7 (a)	General requirements; discussion of facility's conformance with rule requirements; deviations from Plan requirements; facility characteristics that must be described in the Plan; spill reporting information in the Plan; emergency procedures.	1-1, 1-4 through 1-5
§ 112.7 (b)	Fault analysis.	2-11 through 2-17
§ 112.7 (c)	Secondary containment and diversionary structures (general).	2-5 through 3-4, 6-1 through 6-9
§ 112.7 (d)	Integrity testing.	3-11, 3-12
§ 112.7 (e)	Inspections, tests, and records.	3-11, Appendix D
§ 112.7 (f)	Employee training and discharge prevention procedures.	1-6, 3-12, 3-13
§ 112.7 (g)	Security (excluding oil production facilities).	3-8, 6-1
§ 112.7 (h)	Loading/unloading (excluding offshore facilities).	3-9
§ 112.7 (i)	Brittle fracture evaluation requirements.	1-8, 3-9 through 3-12, Appendix D
§ 112.7 (j) § 112.1 (e)	Conformance with state and local requirements.	3-14
§ 112.8 (a) § 112.12 (a)	General and specific requirements.	Sections 1, 2, 3
§ 112.8 (b) § 112.12 (b)	Facility drainage.	2-18
§ 112.8 (c) (2)	Bulk storage containers – secondary containment.	2-5 through 2-6, 3-1 through 3-4, 6-1 through 6-9
§ 112.8 (c) (3)	Drainage of diked areas.	N/A
§ 112.8 (c) (6)	Testing and Inspection of aboveground storage tanks (ASTs)	3-9 through 3-12, Appendix D
§ 112.8 (c) (8)	Overfill prevention system.	3-5, 3-6, 6-1 through 6-4
§ 112.8 (c) (10)	Visible discharges.	3-9 through 3-12, Appendix D
§ 112.20 (e)	Substantial harm determination.	1-1
§ 112.8 (d) § 112.12 (d)	Facility transfer operations, pumping, and facility process.	3-9 through 3-12, Appendix D
§ 112.9 § 112.13	Requirements for onshore production facilities.	N/A
§ 112.9 (a) § 112.13 (a)	General and specific requirements.	N/A
§ 112.9 (b) § 112.13 (b)	Oil production facility drainage.	N/A
§ 112.9 (c) § 112.13 (c)	Oil production facility bulk storage containers.	N/A

Table 2 – SPCC Rule Cross Reference (Continued)		
Provision	**Description of Provision**	**Page**
§ 112.9 (d) § 112.13 (d)	Facility transfer operations, oil production facility.	N/A
§ 112.10 § 112.14	Requirements for onshore oil drilling and workover facilities.	N/A
§ 112.10 (a) § 112.14 (a)	General and specific requirements.	N/A
§ 112.10 (b) § 112.14 (b)	Mobile facilities.	N/A
§ 112.10 (c) § 112.14 (c)	Secondary containment – catchment basins or diversion structures.	N/A
§ 112.10 (d) § 112.14 (d)	Blowout prevention (BOP).	N/A
§ 112.11 § 112.15	Requirements for offshore oil drilling, production, or workover facilities.	N/A
§ 112.11 (a) § 112.15 (a)	General and specific requirements.	N/A
§ 112.11 (b) § 112.15 (b)	Facility drainage.	N/A
§ 112.11 (c)§ 112.15 (c)	Sump systems.	N/A
§ 112.11 (d) § 112.15 (d)	Discharge prevention systems for separators and treaters.	N/A
§ 112.11 (e) § 112.15 (e)	Atmospheric storage or surge containers; alarms.	N/A
§ 112.11 (f) § 112.15 (f)	Pressure containers; alarm systems.	N/A
§ 112.11 (g) § 112.15 (g)	Corrosion protection.	N/A
§ 112.11 (h) § 112.15 (h)	Pollution prevention system procedures.	N/A
§ 112.11 (i) § 112.15 (i)	Pollution prevention systems; testing and inspection.	N/A
§ 112.11 (j) § 112.15 (j)	Surface and subsurface well shut-in valves and devices.	N/A
§ 112.11 (k) § 112.15 (k)	Blowout prevention.	N/A
§ 112.11 (l) § 112.15 (l)	Manifolds.	N/A
§ 112.11 (m) § 112.15 (m)	Flowlines, pressure sensing devices.	N/A
§ 112.11 (n) § 112.15 (n)	Piping, corrosion protection.	N/A
§ 112.11 (o) § 112.15 (o)	Sub-marine piping; environmental stresses.	N/A
§ 112.11 (p) § 112.15 (p)	Inspections of sub-marine piping.	N/A

Note to Table: N/A = Not Applicable

1.3 Federal Rule and Applicability

Section 311 of the U.S. Clean Water Act (CWA) authorizes regulations that require procedures, equipment, methods and other provisions to prevent discharges of oil from vessels and facilities, and to contain such discharges. Regulatory authority of Section 311 of the CWA was delegated to the U.S. Environmental Protection Agency (EPA), which established the SPCC Rule to guide the preparation and implementation of SPCC Plans. The SPCC requirements were amended many times since the original promulgation in 1973, and were ultimately finalized on July 17, 2002. This revised rule requires facilities operating on or before August 16th, 2002, such as Central, to implement a SPCC Plan no later than November 10th, 2010.

Facilities which are subject to the SPCC Rule distribute, consume oil and oil products; have an aggregate aboveground oil storage capacity greater than 1,320 gallons and/or have an aggregate underground oil storage capacity greater than 42,000 gallons; and, have a reasonable potential to discharge harmful quantities of oil into navigable waters of the U.S. or adjoining shorelines.

MDT determined that the SPCC Rule is applicable to Central because of its aboveground oil storage capacity and proximity to navigable waters.

- **Facility Use**

  Central, a non-transportation-related facility, is a bus maintenance and fueling facility. The facility stores lubrication oils for motor and axle lubrication, grease for chassis lubrication, waste oils and oil-impacted media from maintenance operations, and unleaded gasoline and diesel for fueling road vehicles.

- **Navigable Water**

  MDT determined that a possibility exists for a discharge of oil to occur in harmful quantities to the navigable waters in the vicinity of Central. The geographical and local aspects of the facility (proximity to navigable waters, land contour, drainage, etc.) were considered in making this determination. As shown on **Figures 1, 2,** and **3**, the major water body nearest the facility is the South Florida Water Management District (SFWMD) Canal C-6, also known as the Miami River or the Miami Canal. From storm

sewer manhole cover MS4-3, the northeast bank of the Miami River is about 750 feet to the southwest.

- **Oil Storage Capacity**

  The aboveground oil storage capacity of Central is 98,955 gallons. Only in-use containers of oil with a capacity of 55 gallons or greater are included in considering the 1,320-gallon minimum threshold.

1.4 Management Approval

MDT is fully committed to the prevention of oil/petroleum discharges into navigable waters and the environment. Consequently, MDT is dedicated to maintaining the highest standards for spill prevention control and countermeasures via the full implementation and periodic updating of this Plan.

Central Support Services Superintendent (Major Overhaul Garage Chief), Lennox Roach, is the Designated Person Accountable for Oil Spill Prevention at Central, and has the authority to commit the necessary resources for the Plan's implementation.

Authorized Facility Representative:	Lennox Roach
Signature:	_____
Title:	Support Services Superintendent (Major Overhaul Garage Chief)
Date:	_____

1.5 Professional Engineer Certification

The Registered Professional Engineer (P.E.) on record below is familiar with the requirements of 40 CFR Part 112, and has supervised assessment of the facility by appropriately qualified Cherokee Enterprises, Inc. (CEI) personnel. In addition, the undersigned Registered P.E. attests that this SPCC Plan has been prepared in accordance with good engineering practices, considering all applicable regulations and industry standards, and that this Plan is adequate for the Miami-Dade Transit Central Bus Maintenance Facility.

This P.E. Certification does not absolve the facility's owner and operator of their responsibilities to fully implement this SPCC Plan in accordance with the provisions set forth in 40 CFR Part 112.

Engineer of Record:

Christine Franklin, P.E.
President
License No.: 57451

Date: 12/31/09

1.6 Plan Review and Revision

In accordance with 40 CFR 112.5(b), MDT will review and evaluate this SPCC Plan at least once every five years and after any technical amendments are made to the Plan. The scheduled plan reviews are intended to evaluate the Plan for any changes in the facility design, operation, construction, or maintenance that may affect the facility's potential for petroleum discharges. Such changes include, but are not limited to, the following:

- Replacement, reconstruction, or installation of storage systems;
- Construction or demolition that might alter secondary containment structures; and
- Modifications to standard operation, processes, testing/inspection procedures, and use of new or modified industry standards or maintenance procedures.

The above-referenced changes are examples of revisions that require technical amendments to the Plan. Technical amendments will be certified by a licensed engineer.

Non-technical amendments do not require certification by a licensed engineer. Examples of non-technical amendments include the following:

- Changes in name or contact information for parties responsible for the implementation on this Plan; and
- Changes in name or contact information of cleanup or spill response contractors.

An authorized representative of MDT must sign and date the Plan Review Log provided in **Appendix A**, and include any pertinent comments after each plan review and amendment. This log must be completed even if no amendment is made to the Plan as a result of a scheduled review. Unless an administrative or technical change prompts an earlier review, the next scheduled review of this Plan must be performed no later than five years after the official implementation date of this Plan. MDT is required to maintain a complete copy of this SPCC Plan at Central, and it must be made available to the U.S. EPA and other regulatory personnel for inspection during normal working hours.

1.7 Recordkeeping

In accordance with 40 CFR 112.3(e), a complete copy of this SPCC Plan is maintained at the office of the Support Services Superintendent (Major Overhaul Garage Chief) at Central, located at 3300 NW 32nd Avenue, unincorporated Miami-Dade County, Florida. This office is attended during normal facility working hours. All inspection, preventative care, maintenance records, descriptions of incidents such as spills and other accidental discharges are maintained at the Support Services Superintendent's (Major Overhaul Garage Chief's) office or the MDT Environmental Department office.

Section 2.0

Site Evaluation

2.1 Site Location and Operations

Central is situated in an unincorporated portion of central Miami-Dade County, Florida. **Figure 1** indicates the facility location. The terrain is relatively level and the facility encompasses approximately 19 acres. **Figure 2** is an aerial map of the facility with features of interest highlighted. The facility main entrance is located at 25°48'21.90" north latitude and 80°14'54.73" west longitude.

The surrounding land use, within a one-mile radius, is a mix of industrial, commercial and residential properties. Central is situated on the Palmlico Sand formation and the U.S. Fish and Wildlife Service classifies its land use as "uplands", i.e., neither wetlands nor deepwater habitat. According to topographic data, most of the facility grounds are located within a mild depression, and sits just under 5 feet above sea level; as such, facility drainage assumedly has an overall inward bias. Area drainage is presumably biased toward the Miami River. The facility is mostly paved and drained by a series of catch basins, which either distribute storm water to the ground (i.e., French drain network) or to storm sewer. See **Figure 2** for vicinity elevation data, **Figures 3** through **10** for generalized facility drainage patterns, and **Section 2.3** for a more detailed facility drainage discussion.

Central serves as MDT's main bus repair facility. Different operations and processes occur at the site including:

- Vehicular fueling (diesel and unleaded gasoline storage)
- Maintenance operations (waste oil, oily rag, used filter, and new oil storage)

Central has several buildings and structures, including the Major Overhaul Garage (**Figure 4a**), Operation and Inspection (O & I) Garage (**Figure 5a**), Fuel and Cleaning Islands (**Figure 6**), Bus Wash Building (**Figure 7**), Transportation Building (**Figure 8a**), Administration Building (**Figure 9a**), and a number of warehouses associated with the Facilities Maintenance Division (**Figure 10**).

Petroleum products are stored aboveground throughout the facility in storage containers on concrete surfaces. The remainder of the facility is paved, with small strips of grass, gravel, and low-lying vegetation around the perimeter. The perimeter of the facility is surrounded by

fencing, concrete block walls, locked gates, or guard posts. **Figure 2** illustrates the location of buildings and structures on an aerial image and **Figure 3** is an overall facility plan.

2.2 Potential for Discharge

Petroleum discharges at Central are most likely to occur during fuel transfer activities. Each area where petroleum products are stored is generally flat. Petroleum storage locations include Major Overhaul Garage (**Figures 4a** through **4g**), Operation and Inspection (O & I) Garage (**Figures 5a** through **5g**), Fuel and Cleaning Islands (**Figure 6**), Bus Wash Building (**Figure 7**), Transportation Building (**Figures 8a**, **8b**), Administration Building (**Figures 9a**, **9b**), and in/around Facilities Maintenance Division Buildings (**Figure 10**). All locations are within the interior of the facility, and are not near navigable U.S. waters. Therefore, petroleum discharges from these locations are unlikely to directly affect navigable waters via surface flow.

Table 3 (below) lists observed storage containers at the facility. The list also includes containers with capacities and/or contents that are not specifically SPCC-regulated. Some of these non-SPCC regulated tanks fall under existing MDT operation and maintenance (O & M) procedures; these only have their shell capacity indicated in magenta, so as to indicate that they are not counted in the overall aggregate facility storage capacity. Other listed containers either have contents or capacities which completely exempted from SPCC regulation; the entire listing for these containers is indicated in green.

Table 3 – Storage Containers

Tank Identification (ID)	Storage Capacity (gallons)	Contents	Tank Description
Major Overhaul Garage (Figures 4a – 4g)			
1	2,000	Diesel fuel	Double-walled aboveground storage tank (AST) [supply tank for Tank Number (#) 7]
2	2,000	Automatic transmission fluid (ATF)	Double-walled AST [supply tank for hose reels]
3	2,000	Lubrication oil	Double-walled AST [supply tank for hose reels]
4	110 {estimated (est.)}	Diesel fuel	Single-walled AST in bermed room [fire pump supply tank]
5	500 (est.)	Diesel fuel	Single-walled AST [emergency generator sub-base]
6	110 (est.)	Diesel fuel	Single-walled portable (wheeled) AST [fuel cart]
7	150 (est.)	Diesel fuel	Double-walled AST [fuel dispensing, wash area]
8	500 (est.)	Waste oil	Double-walled AST [waste oil recovery]
Not applicable (N/A)	4,000 (est.)	Acid or caustic	Four vessels, approximately 1,000 gallons each (all in Bay # 43)
N/A	70 (est.)	Degreaser	Portable (wheeled) AST [hot degreaser cart]
N/A	1,750 (est.)	Detergent	Five cylindrical or cube-like polyethylene ASTs, est. 350 gallons each [several locations; for washing operations/storage]

Table 3 – Storage Containers (continued)			
Tank ID	**Storage Capacity (gallons)**	**Contents**	**Tank Description**
Major Overhaul Garage (Figures 4a – 4g) (continued)			
N/A	900 (est.)	Oily rinsate	Single-walled aboveground oil-water separator (OWS)
N/A	550 (est.)	Oily rinsate	Single-walled aboveground holding tank
N/A	130 (est.)	Oily rinsate	Single-walled aboveground recirculation tank
N/A	523 (est.)	Solvents/oily rinsate	Eleven parts washers in various locations; a medium size unit typically has a 20-gallon solvent tank, a 45-gallon wash area, and a 2.5-gallon oily residue holding tank; total oil-related volume, each unit ~ 47.5 gallons
O & I Garage (Figures 5a – 5g)			
9	150 (est.)	Hydraulic oil	Single-walled AST [reservoir for several in-floor hydraulic lifts]
10	250 (est.)	Hydraulic oil	Single-walled AST [reservoir for several in-floor hydraulic lifts]
11	150 (est.)	Hydraulic oil	Single-walled AST [reservoir for several in-floor hydraulic lifts]
12	500	Diesel fuel	Double-walled AST [emergency generator supply tank]
13	5,000	Lubrication oil	Double-walled AST [hose reel supply tank]
14	5,000	ATF	Double-walled AST [hose reel supply tank]
15	500 (est.)	Waste oil	Double-walled AST [waste oil recovery]
16	25 (est.)	Diesel fuel	Single-walled AST [emergency generator day tank]
17	25	Diesel fuel	Double-walled AST [emergency generator return tank]
18	110 (est.)	Diesel fuel	Single-walled portable (wheeled) AST [fuel cart]
N/A	700 (est.)	Detergent	Two cylindrical or cube-like polyethylene ASTs, est. 350 gallons each [several locations; for washing operations/storage]
N/A	500 (est.)	Empty	Two single-walled ASTs [former 250-gallon (est.) reservoirs for several in-floor hydraulic lifts – not in service]
N/A	550 (est.)	Oily rinsate	Single-walled aboveground OWS
N/A	750 (est.)	Oily rinsate	Single-walled aboveground holding tank
N/A	130 (est.)	Oily rinsate	Single-walled aboveground recirculation tank
N/A	285 (est.)	Solvents/oily rinsate	Six parts washers in various locations; a medium size unit typically has a 20-gallon solvent tank, a 45-gallon wash area, and a 2.5-gallon oily residue holding tank; total oil-related volume, each unit ~ 47.5 gallons
Fuel and Cleaning Islands (Figure 6)			
19	12,000	Diesel fuel	Double-walled AST [dispenser supply tank]
20	12,000	Diesel fuel	Double-walled AST [dispenser supply tank]
21	12,000	Diesel fuel	Double-walled AST [dispenser supply tank]
22	12,000	Diesel fuel	Double-walled AST [dispenser supply tank]
23	12,000	Diesel fuel	Double-walled AST [dispenser supply tank]
24	10,000	Multiple	Double-walled three-compartment AST (Compartment A: 2,000-gallon ATF; Compartment B: 2,000-gallon lubrication oil; Compartment C: 6,000-gallon unleaded gasoline) [hose reel/dispenser supply tank]
25	500	Antifreeze	Double-walled AST [hose reel supply tank]
N/A	350 (est.)	Detergent	cylindrical polyethylene AST, est. 350 gallons [for washing operations/storage]
N/A	3,000	Oily rinsate	Single-walled aboveground OWS

Table 3 – Storage Containers (continued)			
Tank ID	**Storage Capacity (gallons)**	**Contents**	**Tank Description**
Fuel and Cleaning Islands (Figure 6) (continued)			
N/A	30 (est.)	Transformer oil	Transformer box at SW corner of Dust Control; inner oil reservoir typically well under 55 gallons
Bus Wash Building (Figure 7)			
N/A	1,050 (est.)	Detergent	Three cylindrical or cube-like polyethylene ASTs, est. 350 gallons each [washing operations/storage]
N/A	700 (est.)	Oily rinsate	Double-walled aboveground OWS
Transportation Building (Figures 8a, 8b)			
26	500	Diesel fuel	Double-walled AST [emergency generator supply tank]
27	15 (est.)	Diesel fuel	Single-walled AST [emergency generator day/return tank]
Administration Building (Figures 9a, 9b)			
28	200	Diesel fuel	Double-walled AST [emergency generator sub-base]
Various locations throughout facility (Figures 3 through 10)			
N/A	5,335	Antifreeze	Ninety-seven 55-gallon drums
N/A	1,485	ATF	Twenty-seven 55-gallon drums
N/A	495	Cleaner	Nine55-gallon drums
N/A	1,430	Diesel fuel	Twenty-six 55-gallon drums
N/A	3,410	Empty	Sixty-two 55-gallon drums
N/A	3,410	Grease	Sixty-two 55-gallon drums
N/A	880	Hydraulic oil	Sixteen 55-gallon drums
N/A	3,355	Lubrication oil	Sixty-one 55-gallon drums
N/A	165	New dry sweep	Three 55-gallon drums
N/A	1,595	Oily rags or gloves	Twenty-nine 55-gallon drums
N/A	110	Paint	Two 55-gallon drums
N/A	880	Solvent	Sixteen 55-gallon drums
N/A	275	Spent dry sweep	Five 55-gallon drums
N/A	1,375	Trash	Twenty-five 55-gallon drums
N/A	3,190	Used oil filters	Fifty-eight 55-gallon drums
N/A	2,090	Waste oil	Thirty-eight 55-gallon drums

Storage of Oil

The majority of the 28 listed ASTs are double-walled and thus secondarily contained. Should a primary tank leak, fuel (or oil, or fluids, whichever applicable) would be contained in the tank's interstitial space.

Tank # 4 is placed in a concrete floor/wall room with 1-1/2-inch (in.) berm at the only ground-level entry (doors). A failure of this tank would result in a spill pooling on the floor; the room

can provide 110 gallons of secondary containment (see sample secondary containment calculations in **Section 3.1**).

All of the observed storage containers at the facility are aboveground and mounted on a concrete surface. Tank #s 5, 6, 9, 10, 11, 16, 18, and 27 are single-walled and lack secondary containment structures. Should a primary tank (and secondary tank or dike structure, if applicable) catastrophically fail, oil would flow to the surrounding pavement or flooring (whichever applicable) and possibly percolate into the ground.

The majority of the double-walled tanks have an electronic sensor; the others must be checked by opening an interstitial access port and using a dipstick or similar to check for leaks. See **Section 3.1** for details on interstitial monitoring.

Throughout the facility, 55-gallon steel single-walled aboveground cylindrical containers ("drums") containing a variety of oils or oil-impacted media are typically stored as shown on **Figures 3** through **10**. A number of drums are stored outdoors in steel drum enclosures ("lockers" or "cabinets") which have 411-gallon (manufacturer-rated) liquid-tight containment sumps. At a few locations, drums are stored outdoors on pavement, without containment or diversionary structures. Finally, most drums are stored under roofed structures with diversionary structures, like floor berms or drainage to an OWS. In a few instances, these indoor drums were stored on polyethylene spill pallets (rated by the manufacturer for 66-gallons of oil-retaining capacity) for secondary containment.

Unless secondarily contained, a failure of a drum would result in oil pooling on the surrounding floor or pavement, and possibly percolating into the ground. If the spill is directed toward one of the several OWS systems at Central, it could be confined to the OWS and associated drainage system, as they are designed to terminate pumping when oil reaches a critical level (see further discussion of this engineering control in **Section 3.1**).

Transfer/Use of Oil

Petroleum transfer and delivery activities represent the highest potential for oil releases of any activity at the facility.

Spill scenarios during transfer operations at the Major Overhaul Garage and the O & I Garage are similar. Each garage has three west-side tanks, each with secondary containment piping outside the building with low-point sumps. A leak of the primary piping outside the building would result in oil collecting in the sump, tripping an alarm (this engineering control is discussed further in **Section 3.1**). Inside the garages, the piping is single-walled, hung from the ceiling; a leak or pipe failure here would result in fuel dripping downward to the concrete floor and pooling. Similarly, a spill from one of the overhead hose reel sets (i.e., leaking header connection, faulty dispensing nozzle, or overfill of a vehicle's reservoir) would result in oil pooling on the floor. Berms at most of the garages' ground-level openings provide diversionary structures, likely not allowing a spill to migrate outside the building.

The O & I Garage uses hydraulic, in-ground lifts in several of the bays on the north side of the building (with Tank #s 9, 10, and 11 as the hydraulic oil reservoirs). If one of the in-ground hydraulic lines or fittings leaks or fails, oil would spread to the soils below the floor of the building.

Both garages have "Steam Cleaning" (engine/undercarriage degreasing) areas. Each area has an integrated drainage system which drains to an OWS system, which, after separation of oil and water, discharges water to sanitary sewer. A spill while dispensing fuel from Tank # 7 at the Major Overhaul Garage would likely flow to the OWS drainage system.

At both the Major Overhaul and the O& I Garages. waste oil generated from draining vehicle's oil sumps and oil filters is ultimately transferred into a waste oil recovery tank in the Steam Cleaning area (Major Overhaul: Tank # 8; O & I: Tank # 15), pending off-site reclamation or disposal. Oil sumps are typically drained by gravity into a drip pan or drum with funnel. Used oil filters are typically drained into a drum with a grate. Each of the above-referenced tanks has a filter crusher, which drains the remaining oil in the filter into the tank. Also, both tanks are equipped with a diaphragm pump to remove waste oil from drums. If either of these tanks is overfilled, oil would flow out of an open primary access bung (if any) or the pump would stall.

Any leak or spill would likely result in oil flowing downward to the surrounding floor, where it would pool or migrate to the nearest floor drain (to the OWS system). The nearby floor berms would likely prevent a spill from flowing out of the building to the surrounding pavement. A further discussion of the controls involved in stopping a discharge of oil to the sanitary sewer system is included in **Section 3.1**.

Finally, while either waste oil recovery AST is pumped out by licensed waste hauler, the tanker truck's hold or hose could leak. In this scenario, oil would drip downward to the pavement where the vacuum truck is parked.

Tanker trucks ranging from 2,700 to 9,000 gallons in bulk hold capacity regularly pump fuel or automotive fluids into the ASTs on the west side of both garages, the Fuel and Cleaning ASTs, and, on an emergency basis, the generators for the Transportation and Administration Buildings.

During any AST filling ("unloading") operations at the facility, it is possible a tanker truck or hose could leak, or a tank could be overfilled. Spilled or leaked fuel would adversely impact the fill port spill containment, the tank shell, its raised slab, and the pavement or grass in the vicinity of the tanks and unloading space. The spill could percolate into the ground and/or reach nearby catch basins. A number of engineering controls are in place to prevent spills during unloading; see **Section 3.1** for a further discussion of these devices. See **Table 5** in **Section 3.2** for Best Management Practices relating to oil transfer procedures. **Section 6** offers recommendations for containing spills in unloading areas.

At the Fuel and Cleaning Islands, there are several scenarios in which spills could occur during transfer operations.

Outside the Fuel and Cleaning Islands canopy, the piping from Tanks 19 through 24 is secondarily contained and has a low-point sump; leaks from the primary pipe (in this section) would collect in this sump, which is monitored electronically (see **Section 3.1** for a further discussion of this control.) [Tank 25 has single-walled piping from the tank to the hose reels; a leak of antifreeze outside the canopy would likely drip down to the surrounding concrete pavement.] Under the canopy, single-walled piping to the dispensers and hose reels is hung overhead. If there was a piping or fitting leak or failure here, oil would likely drip downward to one of the drainage trenches between the islands and flow to the OWS system, which has the

same high oil level pumping cutoff mechanism of the other OWS systems of Central (discussed in **Section 3.1**).

During the filling of vehicles from one of the Fuel and Cleaning Island's six fuel dispensers, there are numerous ways spills could occur. A vehicle's tank could be overfilled, a dispenser could be impacted by a vehicle, or a vehicle could be driven away with the hose attached, severing the hose. In all these instances, it is likely a minor spill would occur, with fuel migrating to the floor drain/OWS system. See **Section 3.1** for further details on engineering controls relating to the dispensers at the Fuel and Cleaning Islands.

While dispensing lubrication oil, antifreeze, or ATF from the overhead hose reels into vehicles, a hose or nozzle could leak or break, or a vehicle's reservoir could be overfilled. Similar to above, a minor drip would collect on the concrete floor, and a larger spill could migrate to the floor drain/OWS system of the Fuel and Cleaning Islands.

The emergency generator for the Major Overhaul Garage is located outdoors, on a small pad of concrete pavement. A fitting, connection, or fuel line failure here while the injector pump was running would result in fuel spilling over the tank and likely to the surrounding pavement.

The nearby Fire Pump House has concrete floors/walls and a bermed entrance. If a fuel fitting, connection, or line failure occurs here while the fire pump engine is running, fuel would likely spread on the floor and migrate to the drain adjacent to the engine.

Inside the O & I Garage, adjacent to Bay # 7, is the Generator Room. If a fitting, connection, or fuel line failure occurs, or a tank is overfilled, fuel would spill over the concrete floor and possibly flow to the surrounding bays. However, Bay # 7 has an entry berm, so fuel is not likely to escape the building.

While the emergency generator of the Transportation Building is running, a fitting failure on a tank or engine could result in fuel spilling over the connection point at the tank or engine. If there was a piping breach elsewhere, it is possible some of it would collect in the low point of the containment piping. Ultimately, a spill could reach the surrounding concrete pad or pavement and spread through the wall or curbing to the sidewalk and surrounding grass.

A fitting failure or pipe breach on the engine of the Administration Building emergency generator while in operation would result in similar consequences as above, but with fuel spilling over the floor and likely migrating to the floor drain near the west compressor. If the rate of discharge was extreme and prolonged, it is possible fuel could flow out of the Electrical Room, either to the grass outside the building or other rooms inside the building.

Throughout the facility, but mostly at the Major Overhaul and O & I Garages, 55-gallon steel single-wall drums containing new, used, or spent oil, or oil-impacted cleanup media (i.e., oily rags) involve transfer operations by hand or portable pump, and there is typically no secondary containment. These transfer operations are typically indoors on flat concrete surfaces surrounded partially or wholly by berms. Spills here would pool on the floor and be relatively easy to control. If damage occurred to a drum in transit, i.e., a drum is pierced by a forklift, or falls off a pallet, a spill would adversely affect the pavement or floor at the point of impact. Spilled oil could also flow to the floor drain/OWS system or percolate into the ground, whichever applicable.

2.3 Prediction of Flow and Impact

Table 4 presents volume, discharge rates, general direction of flow in the event of equipment failure, and means of secondary containment for different parts of the facility where oil is stored, used, or handled. In addition, **Figures 3** thru **10** depict the surroundings of each petroleum storage location and discernible drainage biases (if any).

Table 4 – Prediction of Flow and Impact				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment/ Diversionary Structure**
Major Overhaul Garage (Figures 3 and 4a through 4g)				
Catastrophic failure of Tank #s 1, 2, or 3	2,000	Instantaneous	West to storm drain CB15 or south to CB13	Tank's outer wall
Leak of Tank #s 1, 2, or 3		<1 gallon per minute (gpm)	All	Tank's outer wall
Catastrophic failure of Tank # 4	110	Instantaneous	Northeast central floor drain, Fire Pump House	None/ bermed concrete building
Leak of Tank # 4		<1 gpm	Northeast central floor drain, Fire Pump House	None/ bermed concrete room
Catastrophic failure of Tank # 5	500	Instantaneous	West to storm drain CB15 or south to CB13	None
Leak of Tank # 5		<1 gpm	All	None
Catastrophic failure of Tank # 6	110	Instantaneous	All	None/ bermed concrete building
Leak of Tank # 6		<1 gpm	All	None/ bermed concrete building
Catastrophic failure of Tank # 7	150	Instantaneous	Northeast to invert floor drain	Tank's outer wall/ floor drains (OWS system) / bermed concrete building
Leak of Tank # 7		<1 gpm	All	Tank's outer wall/ floor drains (OWS system) / bermed concrete building
Catastrophic failure of Tank # 8	500	Instantaneous	East and/or south to invert floor drains	Tank's outer wall/ floor drains (OWS system) / bermed concrete building
Leak of Tank # 8		<1 gpm	All	Tank's outer wall/ floor drains (OWS system) / bermed concrete building

Table 4 – Prediction of Flow and Impact (continued)				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment/ Diversionary Structure**
Major Overhaul Garage (Figures 4a through 4g) (continued)				
Small spill at connection point while filling Tank #s 1, 2, or 3	5 (1)	60 gpm (2)	All	Remote fill port spill box
Small spill at connection point while filling Tank 4	5 (1)	60 gpm (2)	Northeast central floor drain, Fire Pump House	None/ bermed concrete building
Overfill of Tank #s 1,2,3, or 5	1 to 120 (2)	60 gpm (2)	All	None
Overfill of Tank # 4	1 to 120 (2)	60 gpm (2)	Northeast central floor drain, Fire Pump House	None/ bermed concrete building
Failure of tanker truck hold while filling Tank # 1	9,000 (3)	Instantaneous	West or south to storm drains CB15 or CB13	None
Failure of tanker truck hold while filling Tank # 2 or 3	4,200 (3)	Instantaneous	West or south to storm drains CB15 or CB13	None
Failure of tanker truck hold while filling Tank # 4 or 5	2,700 (3)	Instantaneous	West or south to storm drains CB15 or CB13	None
Failure of piping, outside building (from Tank #s 1, 2, or 3)		26 gpm (4)	All	Piping outer wall
Leak from piping, outside building (from Tank #s 1, 2, or 3)		<1 gpm	All	Piping outer wall
Pipe/fitting failure (while generator in operation)		0.5 gpm (5)	All	None
Pipe/fitting leak (while generator in operation)		<1 gpm	All	None
Failure of piping or hose reel, inside building		10 gpm (6)	All	None/ bermed concrete building
Piping or hose reel leak, inside building		<1 gpm	All	None/ bermed concrete building
Spill while dispensing fluids (hose reels)	0.1 to 1.3 (7)	1.3 gpm (7)	All	None/ bermed concrete building
Failure of drum	55	Instantaneous	All	None (unless on spill pallet) / bermed concrete building
Leak of drum		<1 gpm	All	None (unless on spill pallet) / bermed concrete building
Spill while removing waste oil from bus engine oil sump	7.7 (8)	Instantaneous	All	None (if misses drip pan or funnel/drum) / bermed concrete building

Table 4 – Prediction of Flow and Impact (continued)				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment/ Diversionary Structure**
Major Overhaul Garage (Figures 4a through 4g) (continued)				
Failure of piping, inside building (Steam Cleaning Area only)		26 gpm [4]	To nearest floor drain	None / OWS drainage system / bermed concrete building
Piping leak, inside building (Steam Cleaning Area only)		<1 gpm	To nearest floor drain	None / OWS drainage system / bermed concrete building
Spill while dispensing fuel (Steam Cleaning Area only)	1 to 26 [4]	26 gpm [4]	To nearest floor drain	None / OWS drainage system / bermed concrete building
Failure of drum (Steam Cleaning Area only)	55	Instantaneous	To nearest floor drain	None / OWS drainage system / bermed concrete building
Leak of drum (Steam Cleaning Area only)		<1 gpm	To nearest floor drain	None / OWS drainage system / bermed concrete building
Spill while vacuuming up waste oil into Tank # 8 (Steam Cleaning Area only)	0 to 1 [9]	4.5 gpm [9]	To nearest floor drain	None / OWS drainage system / bermed concrete building
Spill while suctioning waste oil from Tank # 8 into vacuum truck	500 [10]	680 gpm [10]	All	None
Failure of tanker truck hold while loading from Tank # 8	4,200 [3]	Instantaneous	All	None
O & I Garage (Figures 5a through 5g)				
Catastrophic failure of Tank # 9 or 11	150	Instantaneous	All	None / bermed concrete building
Leak of Tank # 9 or 11		<1 gpm	All	None / bermed concrete building
Catastrophic failure of Tank # 10	250	Instantaneous	All	None / bermed concrete building
Leak of Tank # 10		<1 gpm	All	None / bermed concrete building
Catastrophic failure of Tank # 12	500	Instantaneous	North and/or south to storm drains CB22 and CB23	Tank's outer wall
Leak of Tank #12		<1 gpm	All	Tank's outer wall
Catastrophic failure of Tank #13 or # 14	5,000	Instantaneous	North and/or south to storm drains CB22 and CB23	Tank's outer wall
Leak of Tank # 13 or # 14		<1 gpm	All	Tank's outer wall
Catastrophic failure of Tank # 15	500	Instantaneous	Northwest to invert floor drain	Tank's outer wall/ floor drain (OWS system) / bermed concrete building

Table 4 – Prediction of Flow and Impact (continued)				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment/ Diversionary Structure**
O & I Garage (Figures 5a through 5g) (continued)				
Leak of Tank # 15		<1 gpm	All	Tank's outer wall/ floor drain (OWS system) / bermed concrete building
Catastrophic failure of Tank # 16	25	Instantaneous	All	None/ bermed concrete building
Leak of Tank # 16		<1 gpm	All	None/ bermed concrete building
Catastrophic failure of Tank # 17	25	Instantaneous	All	Tank's outer wall/ bermed concrete building
Catastrophic failure of Tank # 18	110	Instantaneous	All	None/ bermed concrete building
Leak of Tank # 18		<1 gpm	All	None/ bermed concrete building
Fitting/hydraulic hose failure while in-ground lift in operation		2.25 gpm (11)	All	None
Fitting/hydraulic hose/post lift leak, in-ground lifts		<1 gpm	All	None
Small spill at connection point while filling Tank #s 12, 13, or 14	5 (1)	60 gpm (2)	All	Remote fill port spill box
Overfill of Tank #s 12, 13, or 14		60 gpm (2)	All	None
Failure of tanker truck hold while filling Tank # 12	9,000 (3)	Instantaneous	North and/or south to storm drains CB22 and CB23	None
Failure of tanker truck hold while filling Tank # 13 or 14	4,200 (3)	Instantaneous	North and/or south to storm drains CB22 and CB23	None
Failure of piping, outside building		10 gpm (6)	All	Piping outer wall
Leak from piping, outside building		<1 gpm	All	Piping outer wall
Failure of piping or hose reel, inside building		10 gpm (6)	All	None/ bermed concrete building
Piping or hose reel leak, inside building		<1 gpm	All	None/ bermed concrete building
Spill while dispensing fluids (hose reels)	0.1 to 1.3 (7)	1.3 gpm (7)	All	None/ bermed concrete building
Failure of drum	55	Instantaneous	All	None (unless on spill pallet) / bermed concrete building
Leak of drum		<1 gal/min	All	None (unless on spill pallet) / bermed concrete building

Table 4 – Prediction of Flow and Impact (continued)				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment/ Diversionary Structure**
O & I Garage (Figures 5a through 5g) (continued)				
Spill while removing waste oil from bus engine oil sump	7.7 (8)	Instantaneous	All	None (if misses drip pan or funnel/drum) / bermed concrete building
Failure of piping, inside building (Steam Cleaning Area only)		26 gpm (4)	To nearest floor drain	None / OWS drainage system / bermed concrete building
Piping leak, inside building (Steam Cleaning Area only)		<1 gpm	To nearest floor drain	None / OWS drainage system / bermed concrete building
Failure of drum (Steam Cleaning Area only)	55	Instantaneous	To nearest floor drain	None / OWS drainage system / bermed concrete building
Leak of drum (Steam Cleaning Area only)		<1 gpm	To nearest floor drain	None / OWS drainage system / bermed concrete building
Spill while vacuuming up waste oil into Tank # 15 (Steam Cleaning Area only)	0 to 1 (9)	4.5 gpm (9)	To nearest floor drain	None / OWS drainage system / bermed concrete building
Spill while suctioning waste oil from Tank # 15 into vacuum truck	500 (10)	680 gpm (10)	All	None
Failure of tanker truck hold while loading from Tank # 15	4,200 (3)	Instantaneous	All	None
Pipe/fitting failure or overfill of Tank # 16, 17, or emergency generator (while in operation)		0.5 gpm (5)	All	None/ bermed concrete building
Pipe/fitting leak or leak of Tank # 16 or 17		<1 gpm	All	None/ bermed concrete building
Fuel and Cleaning Islands (Figure 6)				
Catastrophic failure of Tank # 19, 20, 21, 22, or 23	12,000	Instantaneous	All	Tank's outer wall
Catastrophic failure of Tank # 24	10,000	Instantaneous	All	Tank's outer wall
Catastrophic failure of Tank # 25	500	Instantaneous	All	Tank's outer wall
Leak of Tank # 19, 20, 21, 22, 23, 24, or 25		< 1 gpm	All	Tank's outer wall
Small spill at connection point while filling Tank #s 12, 13, or 14	5 (1)	60 gpm (2)	All	Fill port spill box/bucket
Overfill of Tank #s 19, 20, 21, 22, 23, 24, or 25	1 to 120 (2)	60 gpm (12)	All	None

Table 4 – Prediction of Flow and Impact (continued)				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment/ Diversionary Structure**
Fuel and Cleaning Islands (Figure 6) (continued)				
Failure of tanker truck hold while filling Tank #s 19, 20, 21, 22, 23, 24	9,000 (3)	Instantaneous	All	None
Failure of tanker truck hold while filling Tank # 25	4,200 (3)	Instantaneous	All	None
Failure of piping, outside canopy		26 gpm (4)	All	Piping outer wall (Tank # 25 antifreeze piping: none)
Leak from piping, outside canopy		<1 gpm	All	Piping outer wall (Tank # 25 antifreeze piping: none)
Failure of piping, inside canopy		26 gpm (4)	All/to nearest drain trench	None / OWS system
Piping, dispenser or hose reel hose/connections leak, inside canopy		<1 gpm	All/to nearest drain trench	None / OWS system
Catastrophic damage to dispenser	1 to 26 (4)	Instantaneous	All/to nearest drain trench	None / OWS system
Spill while dispensing fuel	1 to 26 (4)	26 gpm (4)	All/to nearest drain trench	None / OWS system
Spill while dispensing fluids (hose reels)	0.1 to 1.3 (7)	1.3 gpm (7)	All/to nearest drain trench	None / OWS system
Failure of drum	55	Instantaneous	All	None / OWS system
Leak of drum		<1 gpm	All	None / OWS system
Bus Wash Building (Figure 7)				
Failure of drum	55	Instantaneous	All	None / OWS system
Leak of drum		<1 gpm	All	None / OWS system
Transportation Building (Figures 8a, 8b)				
Catastrophic failure of Tank # 26	500	Instantaneous	East to storm drain CB8 or west to sidewalk/grass	Tank's outer wall
Leak of Tank # 26		<1 gpm	All	Tank's outer wall
Catastrophic failure of Tank #27	15	Instantaneous	All	None
Pipe/fitting failure or overfill of Tank # 27, or emergency generator (while in operation)		0.5 gpm (5)	All	None/ portion of piping secondarily contained
Pipe/fitting leak or leak of Tank # 27		<1 gpm	All	None/ portion of piping secondarily contained
Administration Building (Figures 9a, 9b)				
Catastrophic failure of Tank # 28	200	Instantaneous	Southwest to floor drain	Tank's outer wall
Leak of Tank # 28		<1 gpm	All	Tank's outer wall
Pipe/fitting failure (while generator in operation)		0.5 gpm (5)	Southwest to floor drain	None/ concrete building

Table 4 – Prediction of Flow and Impact (continued)				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment/ Diversionary Structure**
Administration Building (Figures 9a, 9b) (continued)				
Pipe/fitting leak (while generator in operation)		<1 gpm	All	None/ concrete building
Central Parts Storage/Facilities Maintenance Division (Figure 10)				
Failure of drum (inside outdoor drum locker)	55	Instantaneous	All	Drum locker containment sump
Leak of drum (inside outdoor drum locker)		<1 gpm	All	Drum locker containment sump
Failure of drum (elsewhere)	55	Instantaneous	All (to nearest storm drain, if applicable)	None/ concrete building (if applicable)
Leak of drum (elsewhere)		<1 gpm	All (to nearest storm drain, if applicable)	None/ concrete building (if applicable)

Notes to Table:

= Unquantifiable volume

(1) = "Small spill" herein defined as the capacity of the fill port's spill bucket, which is typically 5 gallons.

(2) = Assumption that it would take a maximum of 2 minutes to shut down or isolate fuel flow, with the pumping rate from a typical tanker truck being 60 gpm.

(3) = Typical large fuel tanker truck hold capacity is 9,000 gallons, typical waste oil recovery or auto fluids vendor truck hold capacity is 4,200 gallons or less, and the mobile small equipment/generator refueling trucks Miami Dade County General Services Administration (GSA) use are typically 2,700 gallons or less.

(4) = Assumption that piping failure or spill occurs at maximum dispenser flow, which is approximately 26 gpm for small commercial dispensers, and also assume 1 minute to shut down flow.

(5) = Typical generator of this size (e.g., Caterpillar XQ400) has a maximum fuel demand of about 0.5 gpm.

(6) = An air-operated pump similar to the kind used in these applications is the Balcrank Tiger 5:1. For worst-case scenario pipe failures, max flow near discharge of Balcrank Tiger 5:1 air-operated pump at 50 psi is about 10 gpm, not accounting for any frictional losses

(7) = Hose reel dispensing nozzles rated for 6.6 gpm at 1500 psi; as hose reels are rated for 300 psi, 6.6 gpm x 300/1500 = 1.3 gpm.

(8) = Detroit Diesel MBE 900 6-cylinder engine (similar to those in most MDT Metrobuses) has an oil system fill-up capacity of 30.6 quarts (7.7 gallons).

(9) = Assumption that maximum rate of discharge equals maximum pumping rate of commonly available diaphragm transfer pump (4.5 gal/min), and overfill would be minimal, as pump would likely stall.

(10) = Assumption that shutting down flow would take 1 minute and vacuum truck is equipped with Jurop R260 Vacuum Pump (a common configuration) operating at 25% of max capacity (363 cfm).

(11) = Hydraulic pump flow specifications are not typically given for large commercial in-ground hydraulic lift systems, so flow rate is from a smaller hydraulic in-ground automotive lift (AC Lift PHS4) whose pump was rated for 2.25 gpm. It was assumed the systems in use by MDT would likely have a similar flow rate.

Facility Drainage

Most petroleum storage locations at Central are flat and impervious. Discernible area drainage biases are depicted on **Figures 3** through **10**. Each petroleum storage location, however, has a unique form of drainage.

- **Facility (General)**

  The facility is mostly flat, with topographic data indicating most of the facility is situated in a mild area depression, meaning overall drainage is biased inward. The facility is mostly paved, and most petroleum storage locations are flat and surrounded by asphalt impervious pavement. Grass and/or curbside drainage gutters are present in a few perimeter locations. A network of catch basins provide drainage for the facility; most of the drains near petroleum storage locations connect to a french drain network (i.e., perforated pipe which drains to surrounding soils) or an oil-water separator system, which discharges to sanitary sewer.

  However, some storm drains near the Major Overhaul Garage and Transportation Building connect to the storm sewer network, which connects to several off-site outfalls. One of these outfalls – MS4-3 – leads to a Miami River discharge point. Upstream from this outfall point, an oil/grease interceptor structure in-line with the storm sewer piping (**Figure 5a**) separates and detains floating oils and greases in storm water, and allows for the settling of suspended solids. The interceptor structure is an underground vault with a three baffles which create the three chambers ("west", "center", and "east"): under normal flow conditions oil and solids are detained in the center chamber, and the east (entrance) chamber discharges to a french drain pipe. Only under heavy storm events does the west (overflow) chamber discharge to MS4-3. Finally, most of the catch basins inside the facility are equipped with oil-retaining baffles, which allow rainwater to pass through while absorbing small amounts of oil.

  A few outlying storm drains around the facility were not listed in the facility's Storm Water Pollution Prevention Plan or quarterly Storm Water Audits. Associated pipe routing and method of discharge are unknown. For all pertinent drainage features as described herein, refer to **Figures 2** through **10**.

- **Oil-Water Separator Systems**

  The oil-water separator systems are present in each garage (in their respective "Steam Cleaning" areas), the Fuel and Cleaning Islands, and the Bus Wash. The Steam Cleaning areas also have intermediate holding tanks and wash water recirculation. In each system, the surroundings are bermed, roofs prevent infiltration of normal rainfall, and the floors are sloped toward invert drains and/or drainage trenches. The drains lead to a combination sand trap/settling sump. When the sump liquid level rises to a certain point, a float switch activates a diaphragm pump set, which sends oily water to an the OWS adjacent-west of the Building (or intermediate holding tank, which discharges to the OWS). The OWS separates oil and water and discharges water to the sanitary sewer system. The discharge chamber of the OWS is sampled on a quarterly [and sometimes monthly] basis for petroleum indicator compounds (PICs) and metals, in certain situations. On a periodic basis, the sand trap/settling sump and compartments of the OWS are cleaned out, and accumulated materials are disposed off-site.

- **Floor Berms**

  The Fire Pump House and both the Major Overhaul and the O & I Garages have floor berms at most of the ground-level entries to prevent storm water run-off from entering the building and oily residues and spills from flowing out of the building.

Section 3.0

Spill Prevention

3.1 Engineering Controls

The following engineering controls at Central serve to prevent discharges during the storage, handling, or use of petroleum products at the facility.

Structures

- **Drainage controls**

  As detailed in **Section 2.1 and 2.2**, most of catch basins inside the facility are equipped with oil-retaining baffles; most bay entrances at the Maintenance Building are bermed; and, the Steam Cleaning areas of both garages, the Bus Wash Building, and the Fuel and Cleaning Islands all have integrated drainage systems with OWSs.

- **Double-walled tanks**

  Tank #s 1, 2, 3, 8, 12 though 15, 17, 19 through 26, and 28 have double-walled construction, so leaks from the primary tank (if any) are contained in the interstitial space.

- **Spill containment devices**

  Tank #s 1, 2, 3, 12, 13, 14, and 19 through 24, and 26 each have boxes around piping and related devices at fill and/or pumping connections. Each of the above-referenced tanks have spill containment devices (i.e., spill buckets, spill boxes) at the remote (or direct, if applicable) fill ports, containing small leaks and drips at the point of connection (if any), covers over the input piping from the remote fill port into the tank ("fill boxes"), and covered "pump boxes" (or "siphon boxes", whichever applicable) at the rear of the tank which contain, among other things, pump and level/interstitial probe connections. Tank # 25 has a spill bucket surrounding the direct fill port, also to contain small drips and spills at the point of connection.

Secondary containment piping

Secondary containment piping surrounds single-walled steel piping at the following locations, containing or diverting possible primary piping leaks:

- Remote fill port to fill box and pump box to building/canopy, Tank #s 1, 2, 3, 12, 13, 14, and 19 through 24
- Pump box to day/return tank, and day/return tank to generator (partial) (Tank # 26)

- **Barriers**

  Tanks 1 through 28 are surrounded by concrete jersey barriers, steel bollards, or concrete block walls, thus protecting the tanks from vehicular impact and subsequent rupture.

- **Outdoor drum enclosures**

  Drums containing new oils or other new media stored in two steel bi-level outdoor drum lockers ("north" and "south"), located just outside the Central Parts Storage Building. Each locker is enclosed and has a 411-gallon (rated) liquid-tight sump, thus providing the drums with secondary containment and protection from rainfall.

- **Polyethylene spill pallets**

  Inside the garages and the Bus Wash, drums are sometimes stored on polyethylene 2-drum spill pallets: these structures are moveable by forklifts and are rated for 66 gallons of oil-retaining capacity, thus providing for secondary containment.

- **Secondarily-contained buildings**

  The Major Overhaul Garage, the O & I Garage, and the Fire Pump House each have berms at most, if not all, of their ground-level openings. Provided all ground-level openings are bermed, and the concrete floors, wall/floor joints, and berms/sealant caulk are subjected to a continuous and rigorous metric of testing, inspection and maintenance, these buildings can be treated as secondary containment dikes for all the single-walled tanks and drums inside. Provided the above recommendations are implemented, sample calculations (following pages) demonstrate the considerable potential for secondary containment of selected buildings.

Sample Secondary Containment Calculations: Major Overhaul Garage

Building Total Capacity (nominal) = Inner Length x Inner Width x Height of Berms x Conversion Factor
= 385 ft x 238 ft x 0.167 ft x 7.48 gal/ft^3
= **114,461 gallons**

Height of Berm = 2 in = 2 in/ 12 in/ft = 0.167 ft

Building Minimum Required Capacity = Single Largest Container + Sufficient Freeboard
= 110 gallons + 0 gallons
= 110 gallons

Single Largest (Single-Walled) Container = 110 gallons (Tank # 6)

Sufficient Freeboard = Rainfall from a 25 year, 24 hour storm Event x Total Area Affected By Rainfall
= 10.5 in x 0
= 0 gallons

Rainfall From A 25 Year, 24 Hour Storm Event = 10.5 in. (average, Miami-Dade County)

Total (Outdoor) Dike Area Affected By Rainfall = Total Non-Roofed Building Area
= 0

Dike Total Capacity > Dike Minimum Required Capacity = Yes

Sample Secondary Containment Calculations: O & I Garage

Building Total Capacity (nominal) = Inner Length x Inner Width x Height of Berms x Conversion Factor
= 298 ft x 142 ft x 0.083 ft x 7.48 gal/ft^3
= **26,271 gallons**

Height of Berm = 1 in = 1 in/ 12 in/ft = 0.083 ft

Building Minimum Required Capacity = Single Largest Container + Sufficient Freeboard
= 250 gallons + 0 gallons
= **250 gallons**

Single Largest (Single-Walled) Container = 250 gallons (Tank # 10)

Sufficient Freeboard = Rainfall from a 25 year, 24 hour storm Event x Total Area Affected By Rainfall
= 10.5 in x 0
= 0 gallons

Rainfall From A 25 Year, 24 Hour Storm Event = 10.5 in. (average, Miami-Dade County)

Total (Outdoor) Dike Area Affected By Rainfall = Total Non-Roofed Building Area
= 0

Dike Total Capacity > Dike Minimum Required Capacity = Yes

Sample Secondary Containment Calculations: Fire Pump House

Building Total Capacity (nominal) = (Inner Length x Inner Width – Area of Fire Pump Engine Slab) x Height of Berms x Conversion Factor
= (21 ft x 17 ft x 0.125 ft x 7.48 gal/ft^3
= **110 gallons**

Area of Fire Pump Engine Slab = Length x Width = 8 ft x 4 ft = 32 ft^2
Height of Berm = 1.5 in = 1.5 in/ 12 in/ft = 0.125 ft

Building Minimum Required Capacity = Single Largest Container + Sufficient Freeboard
= 110 gallons + 0 gallons
= **110 gallons**

Single Largest (Single-Walled) Container = 110 gallons (Tank # 4)

Sufficient Freeboard = Rainfall from a 25 year, 24 hour storm Event x Total Area Affected By Rainfall
= 10.5 in x 0
= 0 gallons

Rainfall From A 25 Year, 24 Hour Storm Event = 10.5 in. (average, Miami-Dade County)

Total (Outdoor) Dike Area Affected By Rainfall = Total Non-Roofed Building Area
= 0

Dike Total Capacity > Dike Minimum Required Capacity = Yes

Sample Secondary Containment Calculations: Central Parts Storage Loading Dock

Building Total Capacity (nominal) = Inner Length x Inner Width x *Height of Berm* x Conversion Factor
= 72 ft x 24 ft x 0.042 ft x 7.48 gal/ft^3
= **543 gallons**

Height of Berm = Assuming a ½-in berm is installed = 1/2 in/ 12 in/ft = 0.042 ft

Building Minimum Required Capacity = Single Largest Container + Sufficient Freeboard
= 55 gallons + 0 gallons
= **55 gallons**

Single Largest (Single-Walled) Container = 55 gallons (drum)

Sufficient Freeboard = Rainfall from a 25 year, 24 hour storm Event x Total Area Affected By Rainfall
= 10.5 in x 0
= 0 gallons

Rainfall From A 25 Year, 24 Hour Storm Event = 10.5 in. (average, Miami-Dade County)

Total (Outdoor) Dike Area Affected By Rainfall = Total Non-Roofed Building Area
= 0

Dike Total Capacity > Dike Minimum Required Capacity = Yes

Discharge Prevention Equipment

Fuel and oil inventory, transport, and delivery at Central are controlled by a number of mechanical, electrical, and digital devices which minimize accidental discharges.

- **High-Level Alarms**

  The remote (or direct fill port, if applicable) of Tank #s 1, 2, 3, 12, 13, 14, 19 through 24 (each compartment), and 26 is accompanied by a nearby audible/visual high-level alarm to alert the fuel or fluids delivery driver to reduce or cease unloading.

- **Fill Limiters**

  Tank #s 1, 2, 3, 12, 13, 14, 19 through 23, 24 (each compartment), 25, and 26 have overfill prevention valves ("fill limiters"), which, in the event liquid level reaches a critical (high) level, significantly impede further flow from the fuel/auto fluids delivery truck.

- **Tight Fill Connections/Dry Breaks**

  Tank #s 1, 2, 3, 12, 13, 14, 19 through 23, 24 (each compartment), 25, and 26 have "tight fill" connections, which involves a cam-lock connection making a liquid-tight seal between the fill port and the fuel delivery hose. Typically, remote fill ports with a vertical fill tube have a gate valve to isolate backflow, and a spring-loaded "dry-break" valve to further prevent backflow (it stays open only when pumping pressure is applied). Direct fill ports (i.e., Tank # 26) typically have a cross-bar in the fill tube to prevent fuel delivery via hose/nozzle.

- **Return Lines**

  Each of the emergency generator systems at the facility allow for full fuel recirculation. The Transportation Building system has return lines leading from the generator engine injector bank to the day tank, and from the day tank to the supply tank. In the case of the O & I Garage, there is considerable distance from the day tank to the supply tank, so a return tank assists with pumping. The day tank at the Transportation Building has its own return pumping unit. The injector bank of each generator at the facility operates on continuous overflow; however, in the event of malfunction of flow-regulating devices in the generator or day tank, fuel is ultimately sent back to the supply tank, helping prevent overflows. There are no day/return tanks in the generator systems atop sub-base tanks # 5 and # 28, just small-diameter supply/return lines to/from the sub-base and injector bank.

- **Pump Control Panel**

  The submerged turbine pumps (STPs) of Tanks 19, 21, and 23 have sequential operation, which depends on fuel demand at the Fuel and Cleaning Islands. A control panel located inside the Fuel and Cleaning Islands Attendant's Room allows the operator to control the operation of the sequential STPs and also the STP of the gasoline compartment (compartment C) of Tank # 24. Correspondingly, the panel allows for manual override of pump operation, in the event of maintenance or emergency.

- **Status/Alarm Panels**

  Status/alarm panels are present at each OWS system at the facility, each emergency generator engine, and the day/return tanks of the O & I Garage emergency generator system. These panels typically alert facility personnel to alarm conditions (e.g., high oil level, interstitial leak, overflow), status (i.e., pump operation), and may have emergency on/off overrides.

- **Remote Level Inventory/Leak Detection**

  Tank #s 1, 2, 3, 12, 13, 14, 19 through 23, 24 (each compartment), 25, and 26 are remotely monitored for fuel status, level condition, and interstitial leak detection on Gilbarco/Veeder-Root panels. [See Figures 4 through 8 for the location of these panels.] Also, the secondarily-contained piping from the pump box to building or canopy for Tank #s 1, 2, 3, 12, 13, 14, 19 through 23, and 24 (each compartment) each have a low-point sump with an electronic leak sensor, also connected to the associated Gilbarco/Veeder-Root panel.

- **Mechanical Level Gauges**

  Mechanical level gauges can aid in checking the operation of an electronic remote level inventory system or high-level alarm, and/or provide quick-response level sensing for facility personnel and fuel delivery drivers. Tank #s 4, 8, 15, 16, 27, and 28 have a level gauge visible on the top surface of the shell. Tank # 26 has a level gauge adjacent to its direct fill port, inside the spill box.

- **Mechanical and Manual Leak Detection**

  Each of the double-walled tanks at the facility [with the exception of Tanks 17, 25, and 28] have at least one interstitial access bung; a quick and simple test of a tank's electronic leak sensor (if applicable) would be to open one an interstitial access and use a dipstick, tank gauge stick, water-finding paste, etc. to check for the presence of liquid.

- **Dispenser Equipment and Card Readers**

  At the Fuel and Cleaning Islands, the dispensers are equipped with a number of devices to prevent and mitigate spills. The dispenser hoses have dry-break fittings, effectively sealing the hose in the event driver leaves a nozzle connected and drives off. The dispensers have mechanical shear valves, preventing further fuel flow in the event of major damage to the dispenser (e.g., vehicular impact).

  Finally EJ Ward electronic card readers positioned on each Island allows dispensing of fuel only to county employees, and the mechanical consumption meters attached to each dispenser can aid the driver in dispensing the correct amount of fuel.

- **E-Stops**

  Electrical quick-disconnect high-visibility pull switches, also commonly known as "E stops", are positioned and strategic locations to cut electricity to, at the very least, electrical-powered fuel pumps. In an emergency, it can help stop a fuel spill from expanding, useful for both environmental and safety concerns.

  The Fuel and Cleaning Islands have two E-stops (Island 1 and Island 5; see **Figure 6**), both quickly accessible by MDT personnel.

- **Manual Valves (General)**

  Oil, fuel, air, and fluid piping throughout the facility often have in-line valves which can be closed (by hand, i.e., "manually") to isolate flow for emergency or maintenance purposes. Where observed during facility inspection, such valves are indicated on **Figures 4** through **9**.

- **OWS System Automatic Pump Shut-Off**

  Although each of the OWSs at the facility dicharges by gravity to the sanitary sewer system, it is equipped with a high-level water and a two-stage high-level oil alarm, alerting nearby personnel of the status. The second high oil level alarm sends a signal to a solenoid valve in-line with the compressed air line supplying the diaphragm pumps, automatically shutting down airflow and thus ceasing flow to the OWS. In certain situations, this arrangement can be determined to provide an equivalent means of containment as allowed by 40 CFR 112.7(c) and 112.8(c)(2).

Security

The perimeter of Central is secured by a combination of fencing, concrete walls, building walls, locked gates, and guard houses at vehicle entry points. The primary access point for contractors and buses is at the Guard House/Fare Collection, whose the entrance drive is located along NW 32nd Avenue. Facility employees typically enter at various lots along NW 31st Street or NW 34th Street. Normally unused gates, if any, are secured by a padlock and chain. Gates open during business hours (i.e., around the Central Parts Storage Loading Dock) are monitored by facility personnel. Persons on-site without MDT identification badges are required to be periodically monitored by authorized MDT personnel. See **Figure 3** for features of the facility's perimeter.

Pole-, canopy-, and building-mounted lighting fixtures are located throughout and around the facility. As each petroleum storage location has some form of lighting nearby, and the facility is secured, there is adequate illumination for the prevention of vehicular impacts, detection of night-time spills, and deterrence of vandalism throughout the facility. Where observed, lighting adjacent to petroleum storage locations is depicted on **Figures 4a** through **10**.

3.2 Procedures

Central has administrative, operating, and personnel training procedures in place which serve to prevent spills and control the storage, transport, and delivery of fuel.

Best Management Practices (BMPs)

- **Oil Transfer BMPs**

  Table 5 presents BMPs for minimizing the potential for accidental releases of petroleum products during fuel transfer activities.

Table 5 – Oil Transfer BMPs	
Stage	**Tasks**
Prior to loading/ unloading	• Visually check all hoses for leaks. • Lock all drainage valves of secondary containment structures. • Ensure fuel delivery vehicle is secure with wheel chocks and interlocks and parking brake is engaged. • Ensure lowermost drain outlet(s) are tightened, adjusted, or replaced to prevent a liquid discharge while in transit. • Check that all valves are properly aligned and the pumping system is functioning properly. • Ensure all cellular phones in the immediate vicinity of the fuel loading/unloading are not in use.
During loading/ unloading	• Ensure that the driver of the fuel delivery vehicle stays with the vehicle at all times during loading/unloading activities, and monitors the process. • Inspect all systems, hoses and connections periodically during the loading/unloading process. • Keep external and internal valves on the receiving tank open along with pressure relief valves. • Monitor the liquid level in the receiving tank to prevent overflow. • Monitor flow meters to determine the rate of flow. • Reduce flow rate to prevent overflow when approaching the fill capacity of the tank.
After loading/ unloading	• Close all tank and loading valves before disconnecting. • Ensure all vehicle internal, external, and dome cover valves are securely closed before disconnecting. • Secure all hatches. • Check that all hoses are completely drained of fuel before moving them away from the connection. Use a drip pan. • Cap the end of the hose and other connecting devices prior to moving them. • Remove any wheel chock and interlocks. • Inspect lowermost drain and all outlets on fuel delivery vehicle prior to departure. If necessary, ensure caps, valves and other equipment are tightened or replaced to prevent fuel leakage while in transit.

- **Housekeeping BMPs**

  Best Management Practices which address housekeeping issues should be followed daily by all Central employees. It is essential to maintain clean and orderly oil storage and usage areas to reduce pollutants, especially those areas exposed to precipitation. **Table 6** presents housekeeping checks which help to minimize sudden or unplanned releases of petroleum products.

Table 6 – Housekeeping BMPs

Stage	Tasks
Transfer Activities	• Check dispensers for leaks in valves, pumps and flanges. • Use absorbent materials on small spills and for general cleaning. • Ensure proper storage and disposal of used absorbent materials. • Keep ample supplies of spill cleanup materials in readily accessible locations, and replenish spill kits as necessary.
Materials Storage	• Store harmful materials and chemicals in covered areas, away from rain and accumulated stormwater. • Ensure chemicals and drums are not directly stored on the ground. • Ensure all drums and containers are properly labeled and maintained closed at all times when not in use. • Comply with local fire codes when storing reactive, ignitable, or flammable liquids. • Maintain an accurate and current inventory of all materials delivered and stored onsite. • Train employees and subcontractors in the proper handling of wastes and materials onsite.
Solid Waste Management	• Institute waste minimization procedures and practices. • Ensure all solid waste is properly disposed. • Check that no spent harmful chemicals, hazardous wastes or petroleum products are disposed with regular solid waste. • Institute a recycling program were possible.
General Procedures	• Check the general condition of all tanks, containments, and piping for appearance and cleanliness. Report any condition requiring immediate attention (e.g., plugged drainage and poor housekeeping). • Immediately investigate any evidence of a recent fuel spill. • Ensure all gates and access doors are kept locked when these areas are unattended. All broken fences and gates should be repaired or replaced immediately. • Check that all tank openings, valves, sump drains, fill caps, loading/unloading hoses, master electrical switches, and other accessible fittings are kept locked when not in use. • Verify that fire extinguishers, spill kits, and other response equipment are properly located with unobstructed access for immediate use. • Ensure that access roads are kept free of debris and obstructions to permit free movement of emergency response vehicles.

Inspections and Maintenance

MDT conducts periodic visual inspections of all petroleum handling equipment. The purpose is to visually detect discharges and to repair faulty tank/piping equipment and appurtenances which could lead to a discharge of oil. The following monthly and annual checks of the facility's petroleum storage systems and associated piping are performed:

- **Monthly Checks**
  - Check tanks, piping, valves, hoses, meters, filters, and other fuel handling equipment for leaks and proper operation.
  - Immediately report any visible leaks, and repair/replace defective items as necessary.
  - Electronically or visually monitor the interstitial spaces of double-walled tanks.
  - Visually inspect exterior of each tank, drum, the aboveground integral piping system, secondary containment structures and other storage components.
  - Check spill containment devices, liners, dispensers, and piping sumps for proper operation.
  - Inspect emergency fuel line fittings.

- **Annual Checks**
  - Test the operation of all automated and mechanical liquid/leak level sensing systems and metering devices, alarms, electrical quick-disconnect switches, card readers, gasoline vent pressure valves, and fill limiting devices.

For inspection details specific to each tank, refer to the blank monthly and annual tank inspection checklists included in **Appendix D**.

Testing

Table 7 (next page) summarizes the various types of tests and inspections performed at the facility as required by 40 CFR 112.7(e).

Table 7 – Testing and Inspection Program		
Facility Component	**Action**	**Frequency/Circumstance**
AST supports and foundations	Inspect AST container support and foundations.	Monthly
All aboveground piping, valves, and appurtenances	Assess general condition of items.	Monthly
Electronic liquid level sensing devices and alarms	Test for proper operation in accordance with manufacturer's recommendations.	Annually
Leak detection devices	Test for proper operation in accordance with manufacturer's recommendations.	Annually
Fill limiting systems	Test for proper operation in accordance with manufacturer's recommendations.	Annually
Electronic dispensing control	Test for proper operation in accordance with manufacturer's recommendations	Annually
Vent pressure valves	Test for proper operation in accordance with manufacturer's recommendations	Annually
Mechanical fuel metering devices	Test for proper operation in accordance with manufacturer's recommendations.	Annually
Single-walled piping	Perform integrity and leak testing	At the time of installation, construction, relocation, modification, or replacement

In accordance with 40 CFR 112.7(e), all inspection records will be kept on file for 3 years.

Training

In accordance with the General SPCC Requirements outlined in 40 CFR 112.7(f), MDT trains personnel involved in petroleum-handling and petroleum-handling equipment on the following:

- Operation and maintenance of equipment to prevent discharges;
- Discharge procedures protocols;
- Applicable pollution control laws, rules, and regulations;

- General facility operations; and,
- Contents of the SPCC Plan.

Furthermore, MDT designates person(s) responsible for facility discharge prevention, and discharge prevention training sessions are to be conducted annually for oil-handling personnel. Training records are maintained at the MDT Environmental Department office and/or the Support Services Superintendent (Major Overhaul Garage Chief)'s office.

3.3 State and Local Requirements

Compliance with the SPCC Rule is contingent upon compliance with the applicable state and local regulations. The applicable state and local rules governing petroleum management are as follows:

- Chapter 62-762, Florida Administrative Code – Petroleum Storage Systems (ASTs).
- Chapter 24, Miami-Dade County Code of Ordinances – Environmental Protection.

All regulated tanks at Central are registered as required with the Florida Department of Environmental Protection (FDEP) under the facility identification number 13/ 8628763.

Section 4.0

Spill Response

4.1 Discovery and Notification

Discovery of discharges of petroleum products require certain notification and reporting procedures to be followed. **Table 8** presents a sample standard discharge report form, to be used internally by MDT personnel upon discovery of an oil discharge. A blank form is included in **Appendix F**.

Table 8 – Sample Internal Discharge Report Form	
General facility information	Miami-Dade Transit Central Bus Maintenance Facility Address: 3300 NW 32nd Avenue Unincorporated Miami-Dade County, Florida 33142 Main Telephone: (786) 564-6437 [Support Services Superintendent (Major Overhaul Garage Chief) Lennox Roach] (786) 236-0502 [Operation and Inspection (O & I) Garage Bus Maintenance Chief Guido Valdes) • Environmental Department (Akbar Sharifi) – office: (786) 469-5269 • Environmental Department (Akbar Sharifi) – cell: (786) 794-4327
Date and time of discharge	
Type of material discharged	*(e.g., gasoline, diesel, waste oil, lubrication oil, ATF, antifreeze)*
Estimated total quantity of discharge	
Source of discharge	
Description of all affected media	*(e.g., soil, asphalt, concrete, grassy areas, etc.)*
Damages or injuries incurred	
Immediate response corrective actions	*(i.e. actions implemented to stop/mitigate discharge effects, e.g., closing valves, temporary berm construction, deployment of absorbent materials, etc.)*
Evacuations	*(indicate whether discharge required evacuation of personnel)*
Agencies, officials, response contractors contacted	

Tables 9 and **10** presents the official internal and external spill notification procedures required at Central, based on the type and quantity of oil spill. Officials should be contacted in the order listed below.

Table 9 - Spill Notification Procedures – On-Site Personnel			
Spill Criteria/Quantity		**Contact Agency/Officials**	**Telephone**
1	Any Spill	MDT Central Support Services Superintendent (Major Overhaul Garage Chief) Lennox Roach	786-564-6437
2	Any Spill	MDT Central Operation and Inspection (O & I) Bus Maintenance Chief Guido Valdes	786-236-0502
3	Any Spill	MDT Environmental Department Senior Professional Engineer (Akbar Sharifi)	(786) 469-5269 (office) (305) 794-4327 (cell)

Spill Notification Procedures – Environmental Department Personnel Only			
Spill Criteria/Quantity		**Contact Agency/Officials**	**Telephone**
4	Any Spill[1]	Miami-Dade County Fire Station No. 59 (Airport North Side)	(786) 331-5000 9 – 1 – 1
5	>=25 gallons	DERM Compliance Complaint Desk	(305) 275-1186
6	>100 gallons on impervious surface >500 gallons in secondary containment	FDEP Southeast District Emergency Response Office	(954) 958-5575
		FDEP 24 hour State Warning Point	(800) 320-0519
		Emergency Response Contractors (Currently World Petroleum, Inc.)	(954) 327-0724
7	Spill into waterway[2]	National Response Center	(800) 424-8802
		U.S. Environmental Protection Agency, Region IV	(404) 562-8700

Notes to Tables:

1. Applicable only to spills which present flammable hazards or otherwise pose a danger to health and safety.
2. Applicable to spills greater than 1,000 gallons in a single event, or greater than 42 gallons in each of two events within a 12 month period.

As indicated on the previous page, Environmental Department personnel will coordinate notification requirements at the regulatory level when a spill of 25 gallons or greater occurs. In the instance of a petroleum discharge exceeding 100 gallons on an impervious surface, or greater than 500 gallons within secondary containment, Environmental Department personnel are to complete and submit the FDEP Incident Notification Form 62-761.900(6), a copy of which is in **Appendix B**. If a petroleum discharge equals or exceeds 25 gallons to soil, groundwater, and/or surface water, Environmental Department personnel are to complete and submit the FDEP Discharge Report Form 62-761.900(1), a copy of which is in **Appendix C**.

In addition to the above reporting and notification information, 40 CFR 112.4 stipulates that information be submitted to the U.S. EPA Region IV Administrator whenever petroleum discharges exceeding 1,000 gallons of oil in a single event, or greater than 42 gallons of oil in each of two discharge events within a 12-month period. In such cases, the following information must be submitted to the EPA Region IV Administrator within sixty days of the discharge(s) by Environmental Department personnel:

- Name of the facility.
- Name of the owner/operator.
- Facility location.
- Maximum storage or handling capacity and normal daily throughput.
- Corrective action and countermeasures taken.
- Description of the facility, including maps, flow diagrams, and topographical maps.
- Cause of the discharge(s) to navigable waters and adjoining shorelines (if applicable).
- Additional preventative measures taken or contemplated to minimize the possibility of recurrence.
- Other pertinent information requested by the Region IV Administrator.

4.2 Spill Response, Supplies and Deployment

Spill Response

Minor discharges of oil occurring at the facility are to be quickly addressed by MDT personnel. In general, minor discharges are those that pose no significant threat to human health and safety or to the environment. Minor discharges are generally characterized by the following:

- Discharge quantity is small (i.e. less than 25 gallons).
- The discharge is easily stopped and controlled at the time of discharge.
- The discharge is localized near the source.
- The discharge is unlikely to reach surface or ground water(s).
- Little risk exists for fire or explosion.
- Little risk exists to human health and safety.

Minor discharges fitting the above-referenced criteria, can be cleaned up by trained MDT personnel. The following procedures must be followed:

- Immediately notify the Support Services Superintendent (Major Overhaul Garage Chief), the O& I Garage Maintenance Chief, and the Environmental Department Senior Engineer.
- Eliminate potential spark sources.
- Identify and shut down the source of the discharge to stop flow, if possible and safe to do so.
- Contain the discharge with sorbents, berms, and other basic response materials.
- Place all affected debris and cleanup materials in properly labeled containers for disposal according to applicable regulations.
- Follow the applicable spill notification procedures listed in **Tables 9** and **10**.

Major discharges are those that cannot be safely controlled or cleaned up by MDT personnel. Major discharges may fit any of the following criteria:

- The discharge is large enough to spread beyond the immediate discharge area.
- The discharged material enters surface or ground water(s).
- The discharged material requires special equipment or training to clean up.
- A danger for fire or explosion exists.
- The discharge material poses a hazard to human health and safety.

MDT facility personnel should not attempt to stop or clean up major discharges, must observe applicable Department emergency and evacuation policies, and follow the directions of local authorities responding to the scene. In the event of major discharges of oil, MDT's Environmental Department will contact a state-certified and licensed cleanup contractor (see **Table 10** for contact information) to mobilize to the site to respond to the spill.

Supplies

At the time of inspection, the following response materials were observed at the following locations:

- Major Overhaul Garage: one drum of new dry sweep in the fenced air compressors area;
- O & I Garage: two drums of new dry sweep around south-side bays (one between Bay #s 22/21, and one between Bay #s 17/18), and a pallet of absorbent pads in a fenced area outside the stock room;
- Fuel and Cleaning Islands: storage cabinet with general spill cleanup supplies on Island # 1; and,
- Central Parts Storage: a pallet of new dry sweep near the Loading Dock, and both new dry sweep and boxes of absorbent pads near Core Receiving.

These materials are to be deployed and used to address minor discharges, or applied to major discharges until additional help arrives.

Section 5.0

References

5.0 References

29 CFR Part 1910, *Occupational Safety and Health Administration.*

40 CFR, Part 112, *Oil Pollution Prevention.*

40 CFR, Part 280, *Technical standards and corrective action requirements for owners and operators of underground storage tanks (UST).*

Code of Miami-Dade County, Florida. Chapter 24, *Environmental Protection.*

Florida Administrative Code (FAC) Chapter 62-761, *Underground Storage Tank Systems*.

Florida Administrative Code (FAC) Chapter 62-762, *Aboveground Storage Tank Systems*.

McPherson, Benjamin F. and Robert Halley. "The South Florida Environment – A Region Under Stress." U. S. Geological Survey Circular 1134. U.S. Government Printing Office: 1996.

National Fire Prevention Association (NFPA) 30, *Flammable and Combustible Liquids Code,* 2003.

U.S. EPA, *SPCC Guidance for Regional Inspectors,* November 28, 2005.

U.S. Soil Conservation Service. Technical Release 55: *Urban Hydrology for Small Watersheds.* U.S. Department of Agriculture: June 1986

Section 6.0

Areas for Continuous Improvement

6.0 Areas for Continuous Improvement

MDT has committed to achieving full compliance with the SPCC Rule. The following items are to be addressed in a program of continuous improvement for Central.

Security Recommendations

To ensure compliance with 40 CFR 112.7(g), implement the following recommendations by November 10th, 2010:

1. Improve facility security at areas along NW 31st Street, specifically:
    a. Ensure all pedestrian gates closed/locked to off-site traffic. At time of inspection, one of these gates was open to street traffic.
    b. Ensure pedestrian gate inside Central Parts Storage Loading Dock is continuously attended while vehicle entrance gates are open. At time of inspection, this pedestrian gate was unattended and open and unattended, inviting the possibility that passerby could gain access to the interior of the facility.
    c. Have the on-site security personnel regularly monitor all facility borders (i.e., periodic pass-by's in a vehicle), especially the complex network of fencing and buildings along NW 31st Street.
2. Lock the remote fill port for the Administration Building emergency generator sub-base tank (Tank # 28). Regularly monitor this corner of the building for tampering and/or vandalism.
    a. As an alternative to increased scrutiny of this portion of the Administration Building, fence-off the area surrounding the remote fill port and vent pipes.
3. Regularly monitor the double-doors of the Bus Wash which face NW 34th Street for tampering.

Major Overhaul Garage, Specific Recommendations

1. Retrofit Tank # 5 (emergency generator sub-base) with secondary containment per 40 CFR 112.8(c)(2) and quick-response level sensing per 40 CFR 112.8(c)(8) by November 10th, 2010. To satisfy these requirements, implement one of the following options:
    a. For the secondary containment requirement, locate the as-builts/specification sheet for the sub-base from the original manufacturer to determine if the tank is actually double-walled. The FDEP Storage Tank Registry lists the tank as

double-walled, but at time of inspection, no typical features of a double-walled tank were observed.

b. If "a" proves tank is single-walled, implement one of the following:
    i. Replace sub-base with a double-walled tank with appropriate interstitial access and either a high-level alarm or readily-visible level gauge.
    ii. Surround generator with concrete containment dike (join to existing raised slab) sized to contain volume of sub-base and severe precipitation. Design dike with simple effluent discharge mechanism (i.e., sump with normally-closed effluent valve which, when opened, can discharge rainwater free of sheen to the surrounding pavement). Also, add a high-level alarm or readily-visible level gauge.
    iii. The Annual Inspection Checklists (**Appendix D**) offer annual integrity testing as an alternative to secondary containment under an impracticability determination allowed for by 40 CFR 112.7(d)(1) and (2). However, this determination could be contested and ultimately may not be the least expensive alternative. Plus, the overfill prevention device would still have to be installed.
    iv. Place this generator out of permanent service.
c. If "a" proves tank is double-walled, retrofit tank with appropriate interstitial access and either a high-level alarm or readily-visible level gauge

Operation and Inspection Garage, Specific Recommendations

1. Tank #s 9, 10, and 11 are single-walled ASTs supplying the in-floor hydraulic lift system for several bays. In their current state, they require upgrading to secondary containment and an overfill prevention mechanism per 40 CFR 112.8(c)(2) and 40 CFR 112.8(c)(8), respectively. Also, the requisite monthly inspection of the piping and lift mechanisms (40 CFR 112.8(d)(4)) may be only partially accomplished due to the pipe trenches are in/under work areas and most of hydraulic mechanisms are under the floor. To satisfy the these requirements, implement one of the following options by November 10th, 2010:
    a. Retrofit each tank with a level gauge or high-level alarm and adequate secondary containment (i.e., either individual containment dikes, or, upgrading the entire garage; the latter is discussed below), and closely coordinate piping trench/lift inspections with staff.

i. The Annual Inspection Checklists (**Appendix D**) offer annual integrity testing as an alternative to secondary containment under an impracticability determination allowed for by 40 CFR 112.7(d)(1) and (2). However, this determination could be contested and ultimately may not be the least expensive alternative.

b. Properly abandon and/or remove each in-floor hydraulic lift system and replace with electric or pneumatic lifts.

Bus Wash Building, Specific Recommendations

1. At time of inspection, a considerable number of drums were stored under the Bus Wash canopy. As this area is not secondarily contained, and harsh (and possibly corrosive) detergents [when the wash mechanisms are in operation] are sprayed and misted here, the Bus Wash is not an adequate drum storage area.
    a. To satisfy the secondary containment requirements of 40 CFR 112.8(c)(2), purchase and strategically locate an outdoor drum enclosure with liquid-tight secondary containment by November 10th, 2010. A good example of such a container would be a Denios-brand storage cabinet, similar to two such cabinets in the fenced enclosure north-adjacent to the Central Parts Storage building.

Transportation Building, Specific Recommendations

1. Address exterior/integrity of Tank # 27, which, at time of inspection, was significantly corroded. This could involve a simple re-paint, bead-blasting, or possibly entire tank replacement. Also, retrofit tank with a more robust mounting system: at time of inspection, the mounting system appeared flimsy and in disrepair. [See **Appendix E**, photo # 9 for both issues.] Both items are to addressed to comply with 40 CFR 112.1(a)(1) by November 10th, 2010.
2. Re-configure stairs to Tank # 26 to allow for more direct access to the direct fill port for compliance with 40 CFR 112.1(a)(1) by November 10th, 2010. At time of inspection, access to the direct fill port of Tank # 26 was awkward, as a fuel delivery driver could make severe bends in his hose to connect to the fill port, increasing the likelihood of a hose/fitting failure and resulting spill.

Administration Building, Specific Recommendations

1. In addition to the recommendations in item # 2 (above), install an overfill prevention mechanism at or near the remote fill port for Tank # 28 as required by 40 CFR 112.8(c)(8) by November 10th, 2010. An overfill of Tank # 28 could easily occur, as the remote fill port does not have a tight fill connection, any remote level sensing, nor a fill limiter. This requirement could be satisfied by installing a remote mechanical level gauge adjacent to the fill port, or a simple high-level audible or visual alarm.

Fuel Carts (Major Overhaul and O & I Garages)

1. These single-wall fuel carts (Tanks # 6 and # 18) currently lack secondary containment as required by 40 CFR 112.8(c)(2) and an overfill prevention mechanism as required by 40 CFR 112.8(c)(8); both items are to be addressed by November 10th, 2010 to ensure compliance. Recommendations:
    a. Secondary containment can be achieved by fully berming/sealing the garage (as discussed in **Section 3.**1 and further discussed on the following pages) or by parking the cart overnight in a sized berm area. For example, Geotechnical Supply Incorporated sells a portable, 4x6x1 ft pop-up (collapsible) berm which provides 179 gallons of secondary containment.
        i. The Annual Inspection Checklists (**Appendix D**) offer annual integrity testing as an alternative to secondary containment under an impracticability determination allowed for by 40 CFR 112.7(d)(1) and (2). However, this determination could be contested and ultimately may not be the least expensive alternative.
    b. For overfill prevention, retrofit each cart with a simple mechanical level indicator gauge, e.g. Kruger Sentry.

Unloading Areas/Rollover Berms

Any area where tanks are filled, i.e. tanker trucks "unload", is required by 40 CFR 112.7(c) to have general secondary containment and countermeasures in place to contain spills during major transfer operations.

At the Transportation Building, where Tank # 26 is filled, and at the Administration Building, around Tank # 28's remote fill port, for compliance with 40 CFR 112.7(c), by November 10th, 2010, implement the following recommendations:

a. Pave all areas where a fuel truck would park and stretch its hose during unloading;
b. Integrate berm or gutter structures to divert potential spills away from nearby drains and pervious surfaces (i.e., soil, gravel, grass, et cetera);
c. Regularly inspect the new pavement and curbing structures; and,
d. Place a spill response kit nearby in a readily accessible location, and regularly check/re-stock its contents.

At the following locations

1. Major Overhaul Garage West-Side Tanks
2. Major Overhaul Garage, where waste oil disposal vendors "load" from Tank # 8
3. O & I Garage West Side Tanks
4. O & I Garage, where waste oil disposal vendors "load" from Tank # 15; and
5. Fuel and Cleaning Islands

Implement the following recommendations for compliance with 40 CFR 112.7(c) by November 10th, 2010:

a. Construct berm structures to divert potential spills away from nearby drains and pervious surfaces (i.e., soil, gravel, grass, et cetera);
2. Place a spill response kit nearby in a readily accessible location, and regularly check/re-stock its contents.

Drums and Spill Pallets/Cabinets (General)

3. As discussed above, 40 CFR 112.8(c)(2) mandates secondary containment with a capacity for 100% of the largest single container and sufficient freeboard for precipitation. Drums (55-gallons and up) fall under this requirement; practical options for compliance involve implementing one or a combination of the following three options by November 10th, 2010.:
    a. Place drums inside secondarily-contained buildings (which removes the precipitation freeboard requirement -- see further discussion below);
    b. Store drums outdoors in drum cabinets with liquid-tight containment sumps (described further above, in reference to the Bus Wash Building); or,
    c. Store drums indoors on spill pallets with containment sumps of 55 gallons or greater. These pallets are typically polyethylene (i.e., lightweight and do not

corrode), come in a variety of sizes and configurations, and have slots for forklift access.

Bermed-Floor buildings

1. There are several buildings at Central (Major Overhaul Garage, O & I Garage, Central Pars Storage) which store oil in containers which lack secondary containment, e.g., the aforementioned fuel carts, 55-gallon drums, hydraulic lift system reservoirs. Unless a series of impracticability determinations defending the absence of secondary containment are made for each situation – determinations of which invite regulatory scrutiny and possible challenges – MDT has two reasonable options for satisfying the relatively ironclad secondary containment requirements of 40 CFR 112.8(c)(2) by November 10th, 2010:
    a. Individual secondary containment devices as discussed above, e.g., mini containment dikes, collapsible berms, integrity testing, spill pallets, replacement with double-wall tanks, placing single-wall tanks out of permanent service, etc.
    b. As may have been previously conceived, treat the buildings these containers are in as secondary containment dikes.
        i. The Major Overhaul Garage and the O & I Garage already have floor berms at most bay entries. However, neither garage has a berm at every ground-level opening of the building. Some of the berms at the O & I Garage did not appear to be functioning properly.
        ii. The Loading Dock of the Central Parts Storage building, while effectively "diked" on three sides, did not possess a sealed berm on its opening to the street.
        iii. It should be noted that the relatively small Fire Pump House did possess a floor berm at its sole ground-level opening; as such, individual secondary requirements for the container inside (Tank # 4) were not deemed necessary.
            1. This, however, is contingent upon implementing the recommendation discussed further on (abandoning the room's floor drain).
        iv. Beyond the obvious necessity to place sealed berms at every ground-floor entry, there has been no inspection, testing, and maintenance

program documenting and verifying the liquid-tight integrity of the floors, walls, wall/floor joints, and floor berms of each building.

v. Before waiving the secondary containment requirements of individual containers inside the above-referenced buildings at Central, sealed floor berms need to be added or repaired, and the above-referenced rigorous metric of inspection, testing, and maintenance must be implemented. [Some of these steps are outlined in Housekeeping Items of the Monthly Inspection Checklists in **Appendix D**].

vi. As demonstrated by the secondary containment sample calculations in **Section 3.1**, each of the above four buildings – provided the recommendations in item v. (above) are implemented – can have considerable secondary containment capacity. However, the rigorous inspection and maintenance requirements may not be the least expensive alternative to (a) over a period of time.

Impervious Drain Covers

1. The facility grounds of Central have a multitude of storm drains. Some are piped to storm sewer, others drain to the ground. In either case, preventing the rapid migration of oil spills to nearby navigable waters is an imperative of 40 CFR 112.1(a)(1) and 40 CFR 112.7(c)(1)(vii). To satisfy these requirements by November 10th, 2010, strategically place impervious drain covers for quick access at positions around the
    a. Major Overhaul Garage;
    b. O & I Garage;
    c. Fuel and Cleaning Islands;
    d. Transportation Building; and,
    e. Administration Building.

Continuous, Independent Housekeeping

1. Re-position or hire personnel (e.g., a "mobile cleanup crew") to accomplish the following duties on a full-time basis, facility-wide, to comply with 40 CFR 112.1(a)(1) by November 10th, 2010:
    a. Continuous small spill response and cleanup. This could be achieved by equipping one or two personnel with basic personal protective equipment (i.e., nitrile gloves, oil-resistant overboots, safety glasses, etc.), dry sweep, absorbent

pads, a cordless wet/dry vacuum, shovels, brooms, a 55-gallon drum, and a powered utility cart (e.g., John Deere Gator). Also, consider adding a generator, hot pressure washer, and water tank.

b. Continuously check condition and contents of drums, and apply accurate labels. Move to appropriate areas if necessary.

c. Continuously inspect concrete floors and paving, facility-wide, for cracks, channels, and condition of joint caulk.

   vii. Increase maintenance schedule and repair efforts to ensure concrete and joint caulk integrity.

d. Continuously inspect and repair floor and rollover berms and/or their caulk.

e. Regularly pressure-wash the floor of the Steam Cleaning areas of both garages. The purpose is to significantly increase the water flow into the OWS, and thus improve its performance. Presently, the performance of the OWS is hampered by its influent composition: one typically high in oil, grease, and solids, but relatively low in water content.

f. Continuously inspect, clean/unclog, and/or repair all drainage trenches and catch basin oil-retaining baffles.

Engine/Undercarriage Degreasing, Drum Washing, and Existing OWS Systems

1. The OWS systems at the facility often have their oil-water separation efficiency at a minimum due to an influent mostly composed of raw oil and sludge, which is incongruent with any OWS's basic designed purpose: the separation of an oily sheen or a small amount of free-floating product from a fluid water influent. Further, the OWS systems at the facility were often observed in some state of disrepair or alarm condition. Finally, OWS systems do not treat several of the contaminants often in their influent stream, i.e., metals and any other miscible contaminants.

   a. To prevent a discharge of contaminants to the sanitary sewer or elsewhere, per 40 CFR 112.1(a)(1), research alternative waste treatment systems, restrict or revamp cleaning practices in OWS-drained areas, and/or make cleaning, upkeep, and repair of OWS systems a central focus.

Veeder-Root/Gilbarco Panel Reprogramming

1. For consistency with the SPCC Plan and simplified recordkeeping, re-program each Veeder-Root/Gilbarco panel (i.e., Major Overhaul Garage, O & I Garage, Fuel and

Cleaning Islands, and Transportation Building) to reflect the revised Tank ID numbers in this Plan (**Figures 4** through **9** and **Table 3**, **Section 2.2**.) by November 10th, 2010.

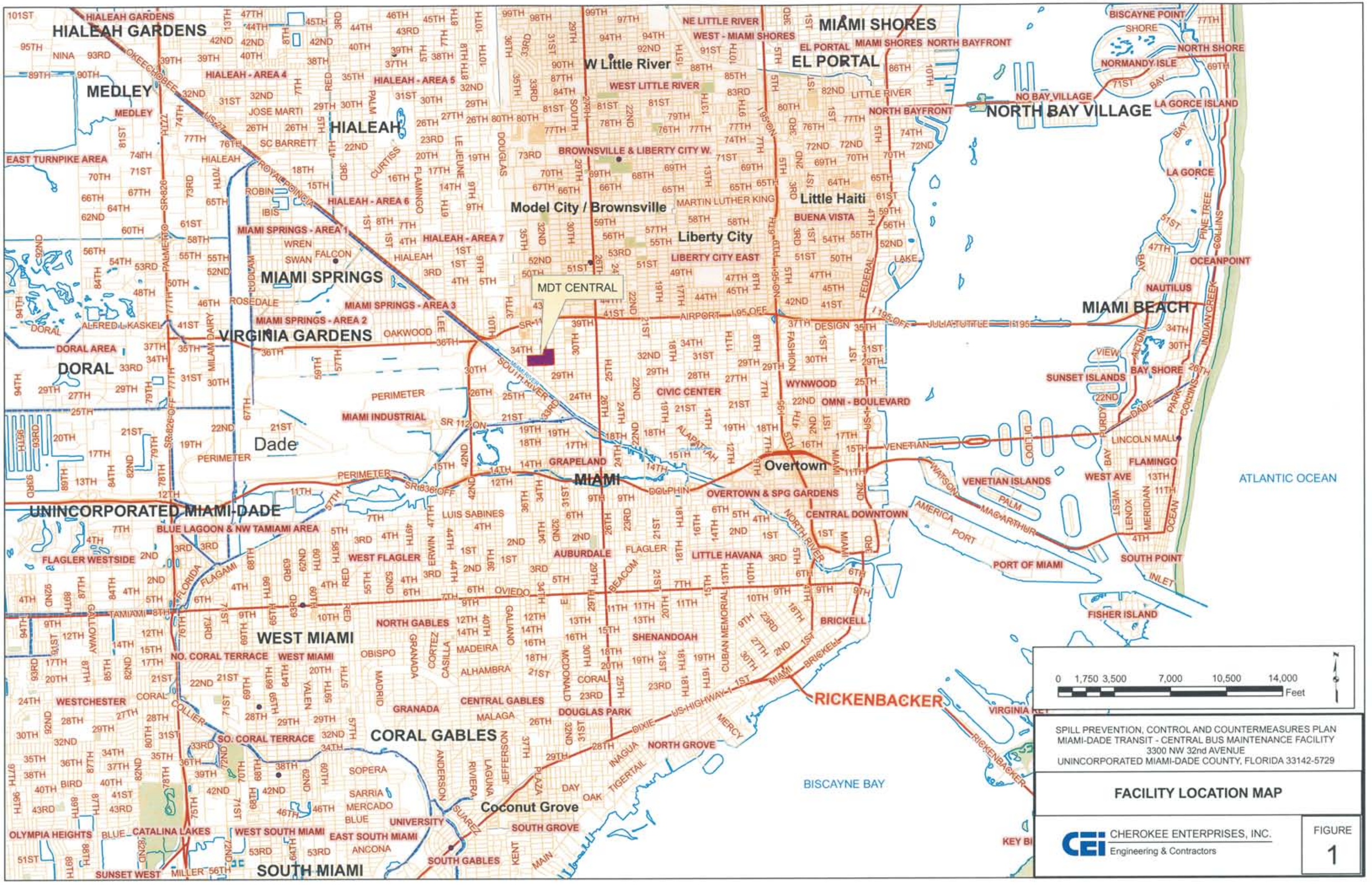
Administration Building Electrical Room and Fire Pump House

1. Both of these rooms contain a floor drain. As these rooms are unattended, during a spill scenario (e.g., fuel fitting failure) fuel could reach these drains (and presumably the sanitary sewer system) uninhibited. To prevent a spill per 40 CFR 112.1(a)(1) and to be part of making the Fire Pump House true secondary containment as defined in 40 CFR 112.8(c)(2), abandon (seal) both of these floor drains by November 10th, 2010.

Harsh Bus Wash Detergent

1. Address the issue of bus wash detergent cutting channels in concrete pavement (and dissolving associated) joint caulk, and corroding steel tanks and piping, to prevent a spill per 40 CFR 112.1(a)(1), by November 10th, 2010.

Figures



SPILL PREVENTION, CONTROL AND COUNTERMEASURES PLAN
MIAMI-DADE TRANSIT - CENTRAL BUS MAINTENANCE FACILITY
3300 NW 32nd AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33142-5729

FACILITY LOCATION MAP

CHEROKEE ENTERPRISES, INC.
Engineering & Contractors

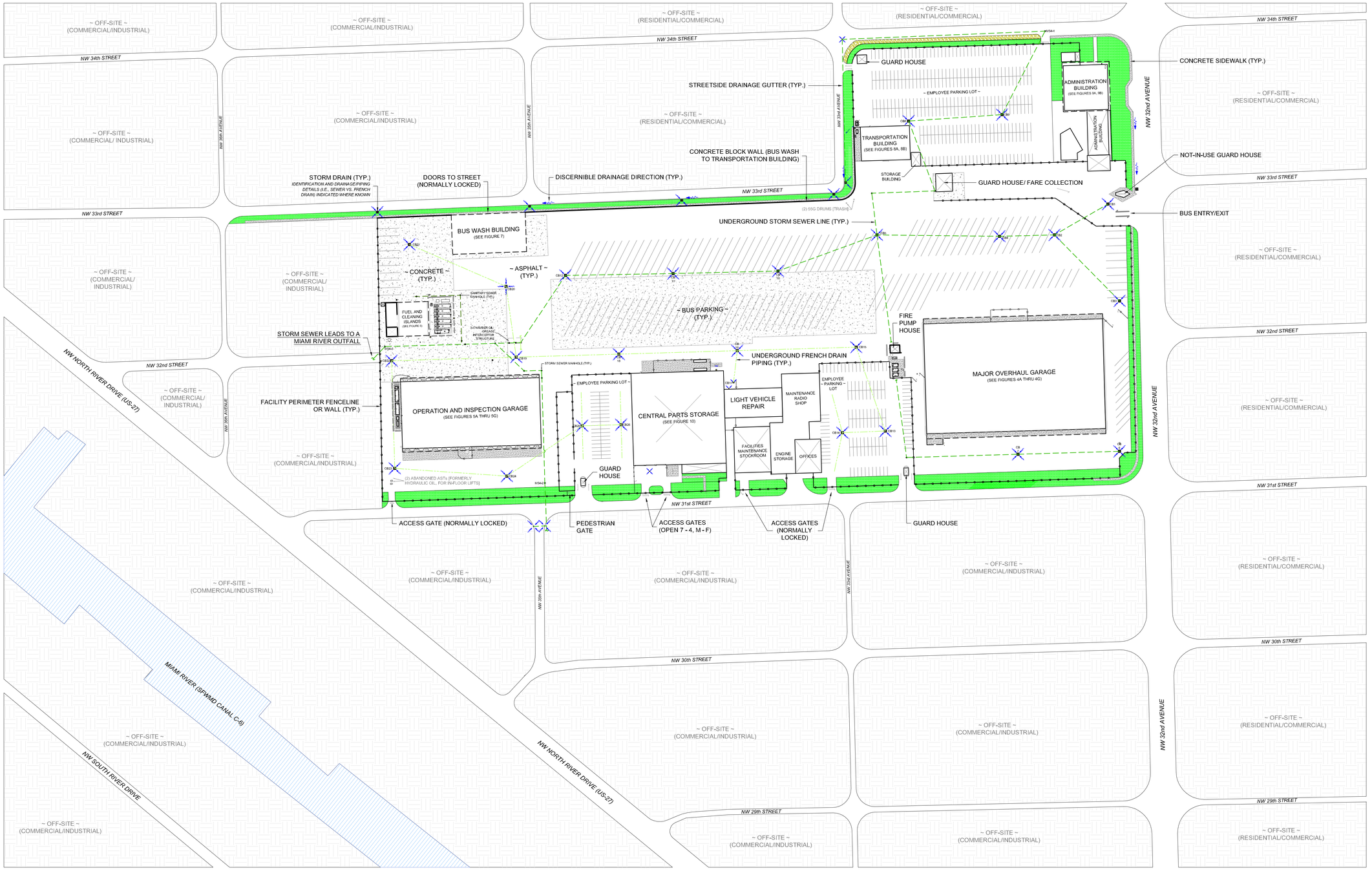
FIGURE
1

SPILL PREVENTION, CONTROL AND COUNTERMEASURES PLAN
MIAMI-DADE TRANSIT - CENTRAL BUS MAINTENANCE FACILITY
3300 NW 32nd AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33142-5729

AERIAL SITE PHOTOGRAPH

CHEROKEE ENTERPRISES, INC.
Engineering & Contractors

FIGURE
2



3. SITE PLAN AND VICINITY

1"=100' (on 24x36" paper) 0 25' 50' 75' 100' 200'

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No.	Date	Revisions	Init

Project Mgr. AMANUEL WORKU, P.E.
Designed by
Drawn by ADAM S. WOSNESKI, P.E.
Checked by CHRISTINE FRANKLIN, P.E.
Prof. Eng.
PE License

N

CHEROKEE ENTERPRISES, INC.
Engineers & Contractors

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - CENTRAL BUS MAINTENANCE FACILITY
3300 NW 32nd AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33142-5729

CENTRAL BUS FACILITY - SITE PLAN AND VICINITY

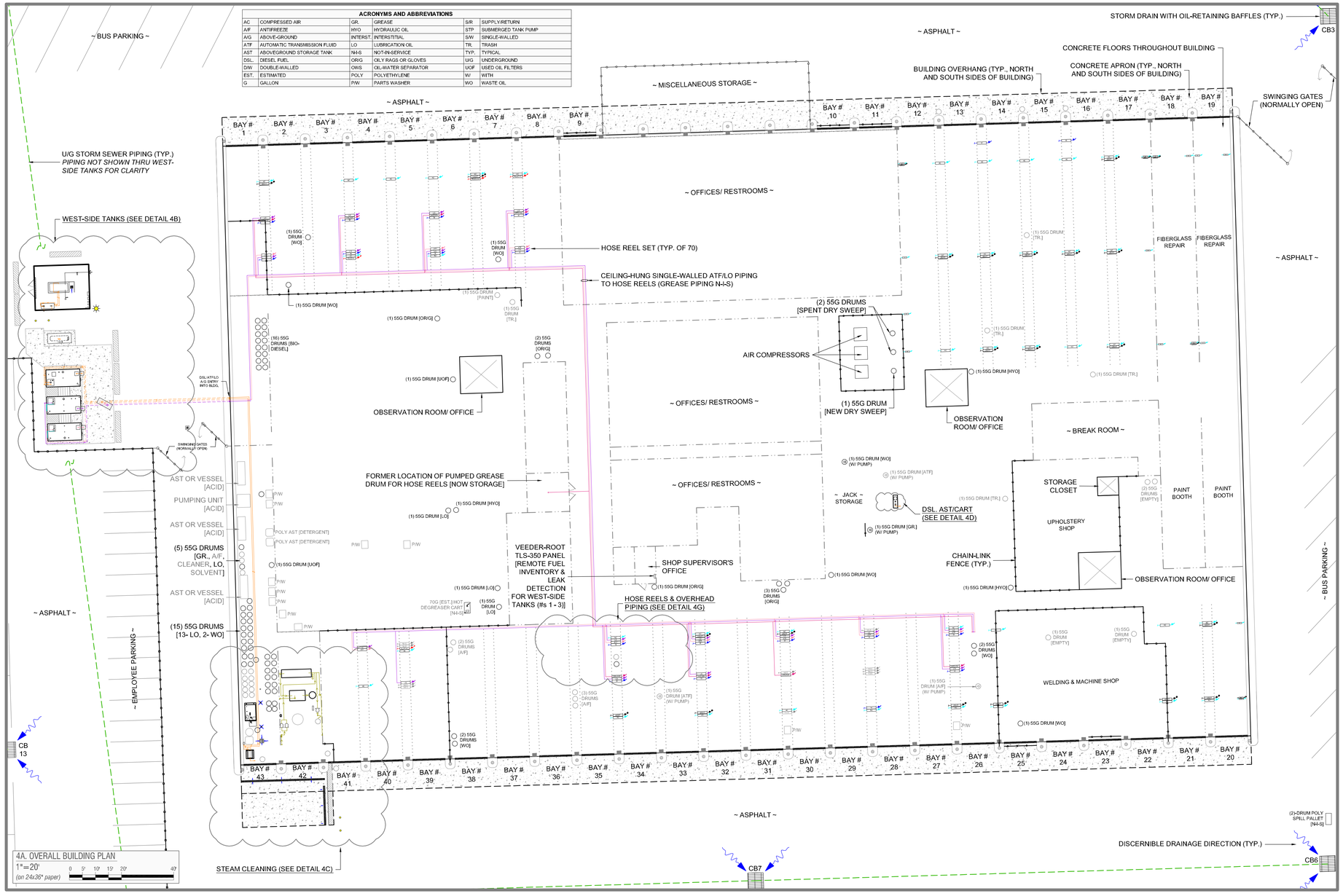
File Number 70238

Date DECEMBER 2009

Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

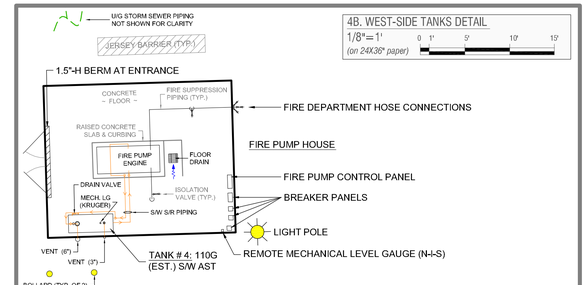
FIGURE 3

ACRONYMS AND ABBREVIATIONS					
AC	COMPRESSED AIR	GR.	GREASE	S/R	SUPPLY/RETURN
A/F	ANTIFREEZE	HYD	HYDRAULIC OIL	STP	SUBMERGED TANK PUMP
A/G	ABOVE-GROUND	INTERST.	INTERSTITIAL	S/W	SINGLE-WALLED
ATF	AUTOMATIC TRANSMISSION FLUID	LO	LUBRICATION OIL	TR.	TRASH
AST	ABOVEGROUND STORAGE TANK	N-I-S	NOT-IN-SERVICE	TYP.	TYPICAL
DSL.	DIESEL FUEL	ORG	OILY RAGS OR GLOVES	U/G	UNDERGROUND
D/W	DOUBLE-WALLED	OWS	OIL-WATER SEPARATOR	U/OF	USED OIL FILTERS
EST.	ESTIMATED	POLY	POLYETHYLENE	W/	WITH
G	GALLON	P/W	PARTS WASHER	W/O	WASTE OIL



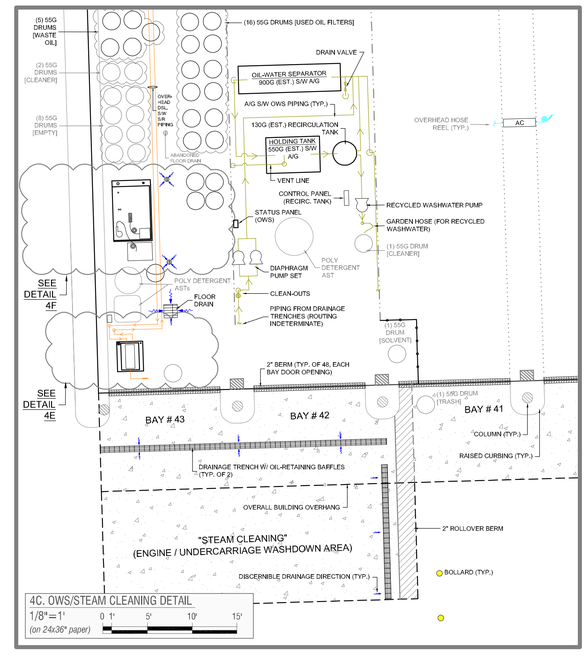
4A. OVERALL BUILDING PLAN

1"=20' (on 24x36" paper) — 0 5' 10' 15' 20' 40'



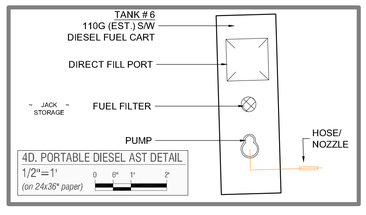
4B. WEST-SIDE TANKS DETAIL

1/8"=1' (on 24X36" paper) — 0 1' 5' 10' 15'



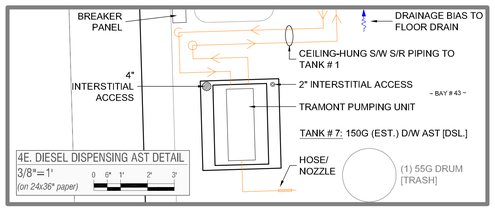
4C. OWS/STEAM CLEANING DETAIL

1/8"=1' (on 24x36" paper) — 0 1' 5' 10' 15'



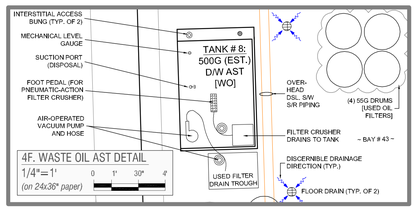
4D. PORTABLE DIESEL AST DETAIL

1/2"=1' (on 24x36" paper) — 0 6" 1' 2'



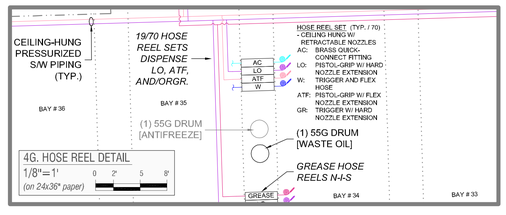
4E. DIESEL DISPENSING AST DETAIL

3/8"=1' (on 24x36" paper) — 0 6" 1' 2' 3'



4F. WASTE OIL AST DETAIL

1/4"=1' (on 24x36" paper) — 0 1' 30" 4'



4G. HOSE REEL DETAIL

1/8"=1' (on 24x36" paper) — 0 2' 5' 8'

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No.	Date	Revisions	Init

Project Mgr. AMANUEL WORKU, P.E.
Designed by
Drawn by ADAM S. WOSNESKI, P.E.
Checked by CHRISTINE FRANKLIN, P.E.
Prof. Eng.
PE License

N

CHEROKEE ENTERPRISES, INC.
Engineers & Contractors

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - CENTRAL BUS MAINTENANCE FACILITY
3300 NW 32nd AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33142-5729

CENTRAL BUS FACILITY - MAJOR OVERHAUL GARAGE

File Number 70238

Date DECEMBER 2009

Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

FIGURES 4a, 4b, 4c, 4d, 4e, 4f, 4g

TRANSFORMER
<55G TRANSFORMER OIL

BOLLARD (TYP.)

LIGHT POLE

SANITARY SEWER MANHOLE (TYP.)
PIPING INDICATED WHERE KNOWN

U/G OIL/GREASE INTERCEPTOR AND OVERFLOW STRUCTURE
- 3-CHAMBER DESIGN ("WEST", "CENTER", & "EAST")
- DETAINS OIL & GREASE IN STORMWATER
- EAST CHAMBER NORMALLY OUTFLOWS TO FRENCH DRAIN
- WEST CHAMBER OVERFLOW TO STORM SEWER IN HEAVY STORM EVENTS ONLY

MS4-3

STORM SEWER EVENTUALLY OUTFALLS TO MIAMI RIVER

U/G STORM SEWER PIPING (TYP.)

U/G FRENCH DRAIN PIPING FROM EAST CHAMBER (TYP. OF 2) *(FINAL ROUTING INDETERMINATE)*

U/G FRENCH DRAIN (I.E., PERFORATED) PIPING (TYP.)

CB22

CB19

LIGHT POLE

OWS DISCHARGE TO SEWER *(SANITARY OR STORM SEWER INDETERMINATE)*

TANK # 9: 150G (EST.) S/W AST [HYO]

TANK # 10: 250G (EST.) S/W AST [HYO]

TANK # 11: 150G (EST.) S/W AST [HYO]

~ CONCRETE ~

~ ASPHALT ~

STORM SEWER MANHOLE (TYP.)
IDENTIFICATION & PIPING INDICATED WHERE KNOWN

TIRE STORAGE

BAY # 1 · BAY # 2 · BAY # 3 · BAY # 4 · BAY # 5 · BAY # 6 · BAY # 7 · BAY # 8 · BAY # 9 · BAY # 10 · BAY # 11 · BAY # 12

(1) 55G DRUM [EMPTY]

HYDRAULIC OIL IN-FLOOR PIPING TO IN-FLOOR LIFTS (TYP. OF 3) (ROUTING ESTIMATED)

HYO PUMPING UNIT (TYP. OF 3)

(1) 55G DRUM W/ PUMP [WO]

(1) 55G DRUM [LO]

(1) 55G DRUM [WO]

DSL AST/ CART (SEE DETAIL 5F)

HOSE REELS INSIDE PIT (1- NH-S, 1- LIGHT)

(2) 55G DRUMS [TR.]

(2) 55G DRUMS [EMPTY]

SERVICE PIT

GENERATOR ROOM (SEE DETAIL 5D)

WEST-SIDE TANKS (SEE DETAIL 5B)

TIRE CHANGING

VEEDER-ROOT PANEL REMOTE LEVEL INVENTORY & LEAK DETECTION FOR WEST-SIDE TANKS (#s 12, 13, 14)

~ ASPHALT ~

(1) 55G DRUM W/ PUMP [GR.]

(1) 55G DRUM [ORG.]

(1) 55G DRUM [UOF]

(2) 55G DRUMS [ORG.]

(1) 55G DRUM [SOLVENT]

(1) 55G DRUM [TR.]

(3) 55G DRUMS [1- UOF 1- ORG, 1 - LO]

(1) 55G DRUM W/ PUMP [DSL.]

(1) 55G DRUM [LO]

(2) 55G DRUMS [WO]

(1) 55G DRUM [PAINT DUSTS]

(1) 55G DRUM [NEW DRY SWEEP]

(1) 55G DRUM [SPENT DRY SWEEP]

(1) 55G DRUM [GR.]

DRUM PUMPING ROOM (SEE DETAIL 5E)

(1) 55G DRUM [ATF]

(1) 55G DRUM W/ PUMP [A/F]

(1) 55G DRUM [WO]

(1) 55G DRUM [NEW DRY SWEEP]

(1) 55G DRUM [SPENT DRY SWEEP]

(1) 55G DRUM [UOF]

(2) 55G DRUMS [ORG.]

(1) 55G DRUM [TR.]

(1) 55G DRUM [LO]

HOSE REEL SET (TYP. OF 37) (SEE DETAIL 5G

STOCK ROOM

(1) 55G DRUM [TR.] (UPSTAIRS)

(1) 55G DRUM W/ PUMP [DSL.]

(1) 55G DRUM [LO]

(4) 55G DRUMS [ATF]

(4) 55G DRUMS [GR.]

(4) 55G DRUMS [LO]

BAY # 23 · BAY # 22 · BAY # 21 · BAY # 20 · BAY # 19 · BAY # 18 · BAY # 17 · BAY # 16 · BAY # 15 · BAY # 14 · BAY # 13

POLY DETERGENT AST

1" FLOOR BERM, EACH BAY DOOR OPENING (TYP., MOST BAYS EXCEPT # 15, # 17, AND STOCK ROOM)

CONCRETE FLOORS THROUGHOUT BUILDING

PALLET OF ABSORBENT PADS

CURBING BETWEEN BAYS (TYP.)

BUILDING OVERHANG (TYP., NORTH AND SOUTH SIDES OF BUILDING)

CONCRETE APRON (TYP., NORTH AND SOUTH SIDES OF BUILDING)

~ ASPHALT ~

DISCERNIBLE DRAINAGE DIRECTION (TYP.)

CB23

CB24

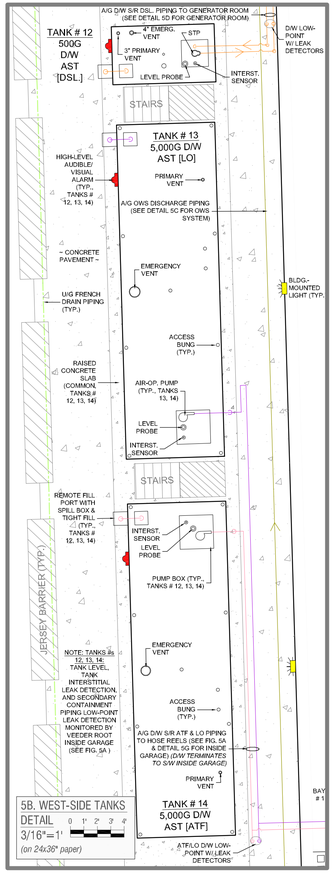
STORM DRAIN EQUIPPED W/ OIL-RETAINING BAFFLES (TYP.)

FACILITY FENCELINE

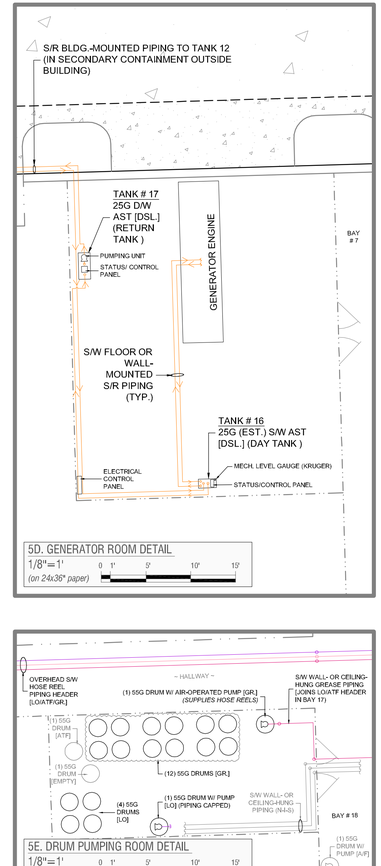
MS4-2

5A. OVERALL BUILDING PLAN
1/16"=1' (on 24x36" paper)

ACRONYMS AND ABBREVIATIONS					
AC	COMPRESSED AIR	GR.	GREASE	S/R	SUPPLY/RETURN
A/F	ANTIFREEZE	HYO	HYDRAULIC OIL	STP	SUBMERGED TANK PUMP
A/G	ABOVE-GROUND	INTERST.	INTERSTITIAL	S/W	SINGLE-WALLED
ATF	AUTOMATIC TRANSMISSION FLUID	LO	LUBRICATION OIL	TR.	TRASH
AST	ABOVEGROUND STORAGE TANK	NH-S	NOT-IN-SERVICE	TYP.	TYPICAL
DSL	DIESEL FUEL	ORG	OILY RAGS OR GLOVES	U/G	UNDERGROUND
D/W	DOUBLE-WALLED	OWS	OIL-WATER SEPARATOR	UOF	USED OIL FILTERS
EST.	ESTIMATED	POLY	POLYETHYLENE	W	WITH
G	GALLON	P/W	PARTS WASHER	WO	WASTE OIL

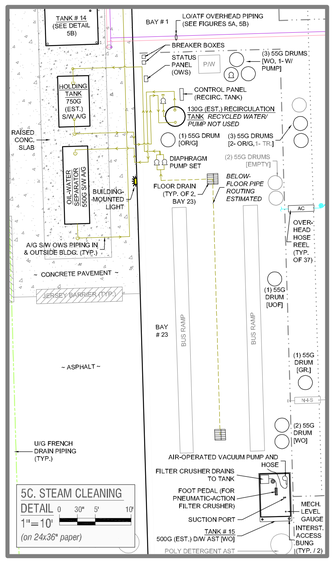


5B. WEST-SIDE TANKS DETAIL
3/16"=1' (on 24x36" paper)

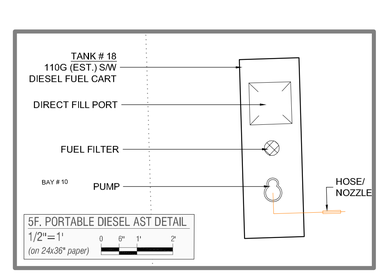


5D. GENERATOR ROOM DETAIL
1/8"=1' (on 24x36" paper)

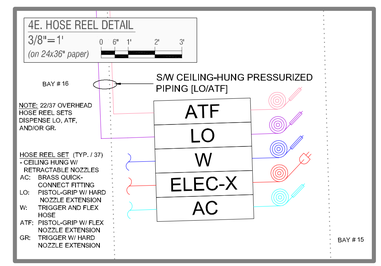
5E. DRUM PUMPING ROOM DETAIL
1/8"=1' (on 24x36" paper)



5C. STEAM CLEANING DETAIL
1"=10' (on 24x36" paper)



5F. PORTABLE DIESEL AST DETAIL
1/2"=1' (on 24x36" paper)



4E. HOSE REEL DETAIL
3/8"=1' (on 24x36" paper)

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No.	Date	Revisions	Init

Project Mgr. AMANUEL WORKU, P.E.
Designed by
Drawn by ADAM S. WOSNESKI, P.E.
Checked by CHRISTINE FRANKLIN, P.E.
Prof. Eng.
PE License

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CHEROKEE ENTERPRISES, INC.
Engineers & Contractors

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - CENTRAL BUS MAINTENANCE FACILITY
3300 NW 32nd AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33142-5729

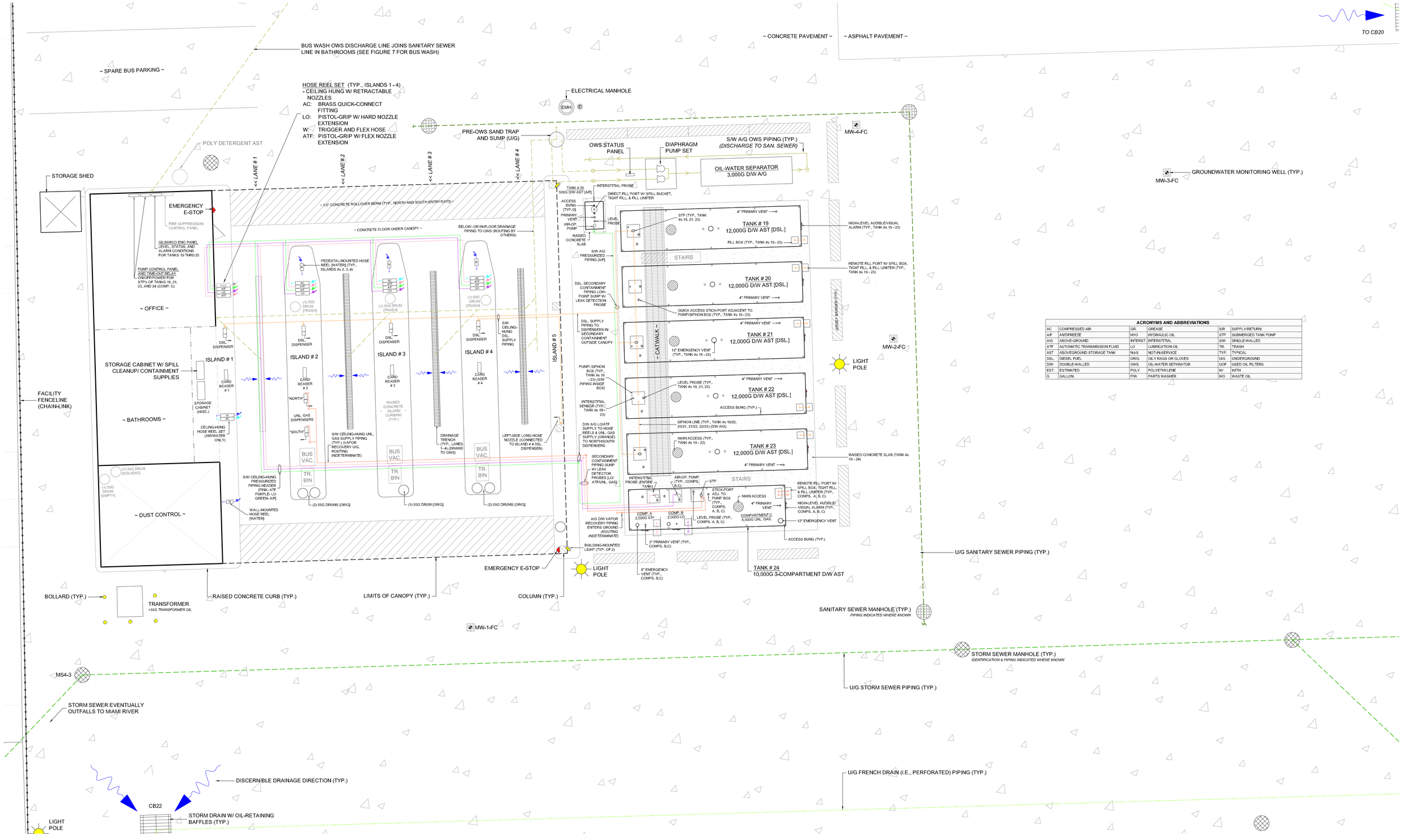
CENTRAL BUS FACILITY- OPERATION AND INSPECTION (O&I) GARAGE

File Number 70238

Date DECEMBER 2009

Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

FIGURES 5a, 5b, 5c, 5d, 5e, 5f, 5g



ACRONYMS AND ABBREVIATIONS					
AC	COMPRESSED AIR	GR.	GREASE	S/R	SUPPLY/RETURN
A/F	ANTIFREEZE	HYD	HYDRAULIC OIL	STP	SUBMERGED TANK PUMP
A/G	ABOVE-GROUND	INTERST.	INTERSTITIAL	S/W	SINGLE-WALLED
ATF	AUTOMATIC TRANSMISSION FLUID	LO	LUBRICATION OIL	TR.	TRASH
AST	ABOVEGROUND STORAGE TANK	N-I-S	NOT-IN-SERVICE	TYP.	TYPICAL
DSL.	DIESEL FUEL	ORG	OILY RAGS OR GLOVES	U/G	UNDERGROUND
D/W	DOUBLE-WALLED	OWS	OIL-WATER SEPARATOR	UOF	USED OIL FILTERS
EST.	ESTIMATED	POLY	POLYETHYLENE	W/	WITH
G	GALLON	P/W	PARTS WASHER	WO	WASTE OIL

6. FUEL AND CLEANING ISLANDS
1/8"=1' (on 24x36" paper)

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SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - CENTRAL BUS MAINTENANCE FACILITY
3300 NW 32nd AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33142-5729

CENTRAL BUS FACILITY- FUEL AND CLEANING ISLANDS

File Number 70238
Date DECEMBER 2009

Cherokee Enterprises, Inc.
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Miami Lakes, FL 33016
305-828-3353

FIGURE 6

ACRONYMS AND ABBREVIATIONS					
AC	COMPRESSED AIR	GR.	GREASE	S/R	SUPPLY/RETURN
A/F	ANTIFREEZE	HYO	HYDRAULIC OIL	STP	SUBMERGED TANK PUMP
A/G	ABOVE-GROUND	INTERST.	INTERSTITIAL	S/W	SINGLE-WALLED
ATF	AUTOMATIC TRANSMISSION FLUID	LO	LUBRICATION OIL	TR.	TRASH
AST	ABOVEGROUND STORAGE TANK	N-I-S	NOT-IN-SERVICE	TYP.	TYPICAL
DSL.	DIESEL FUEL	OR/G	OILY RAGS OR GLOVES	U/G	UNDERGROUND
D/W	DOUBLE-WALLED	OWS	OIL-WATER SEPARATOR	UOF	USED OIL FILTERS
EST.	ESTIMATED	POLY	POLYETHYLENE	W/	WITH
G	GALLON	P/W	PARTS WASHER	WO	WASTE OIL

NW 33rd STREET

18" STREETSIDE DRAINAGE GUTTER

STORM DRAIN

DISCERNIBLE DRAINAGE DIRECTION (TYP.)

~ GRASS ~

CONCRETE WALL

DOORS TO STREET (NORMALLY LOCKED)

~ CONCRETE SIDEWALK ~

CONCRETE WALL

~ ASPHALT PAVEMENT ~

POLY DETERGENT ASTs

POLY DETERGENT AST

~ CONCRETE PAVEMENT ~

DISCHARGE PIPING ENTERS FLOOR
TIES IN TO SANITARY SEWER LINE IN FUEL & CLEANING BATHROOMS; SEE FIGURE 3, 6

OIL-WATER SEPARATOR
700G (EST.) D/W A/G

DIAPHRAGM PUMP SET

STATUS PANEL

S/W A/G OWS PIPING (TYP.)

DRAINAGE TRENCH (TYP.)

(6) 55G DRUMS [A/F]

(8) 55G DRUMS [LO]

(19) 55G DRUMS [UOF]

2" BERM

DISCERNIBLE DRAINAGE DIRECTION (TYP.)

(3) 55G DRUMS [A/F]

(2) 55G DRUMS [LO]

(7) 55G DRUMS [DSL.]

(1) 55G DRUM [GR.]

(10) 55G DRUMS [GR.]

(11) 55G DRUMS [A/F]

(7) 55G DRUMS [UOF]

(7) 55G DRUMS [ATF]

(5) 55G DRUMS [UOF]

(1) 55G DRUM W/ PUMP [DSL.] ON POLY SPILL PALLET

<< BUS ENTRY LANE

CONCRETE ROLLOVER BERM

~ CONCRETE PAVEMENT ~

POLY DETERGENT AST

ENCLOSURE (TYP. OF 2)

<< BUS ENTRY LANE

LIMITS OF CANOPY

~ CONCRETE PAVEMENT ~

7. BUS WASH BUILDING
3/16"=1' (on 24x36" paper)
0 1' 5' 10'

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CHEROKEE ENTERPRISES, INC.
Engineers & Contractors

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - CENTRAL BUS MAINTENANCE FACILITY
3300 NW 32nd AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33142-5729

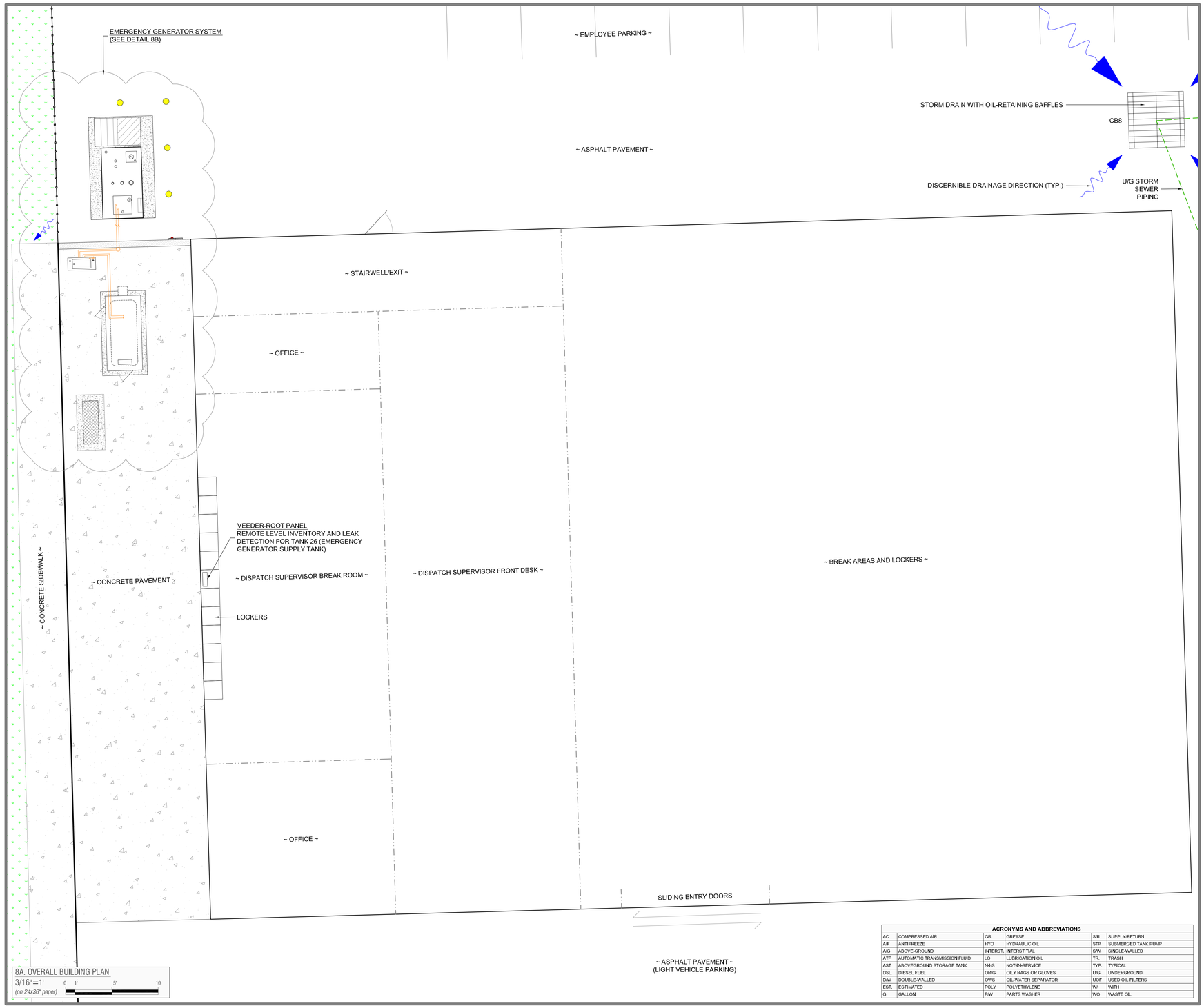
CENTRAL BUS FACILITY- BUS WASH BUILDING

File Number
70238

Date
DECEMBER 2009

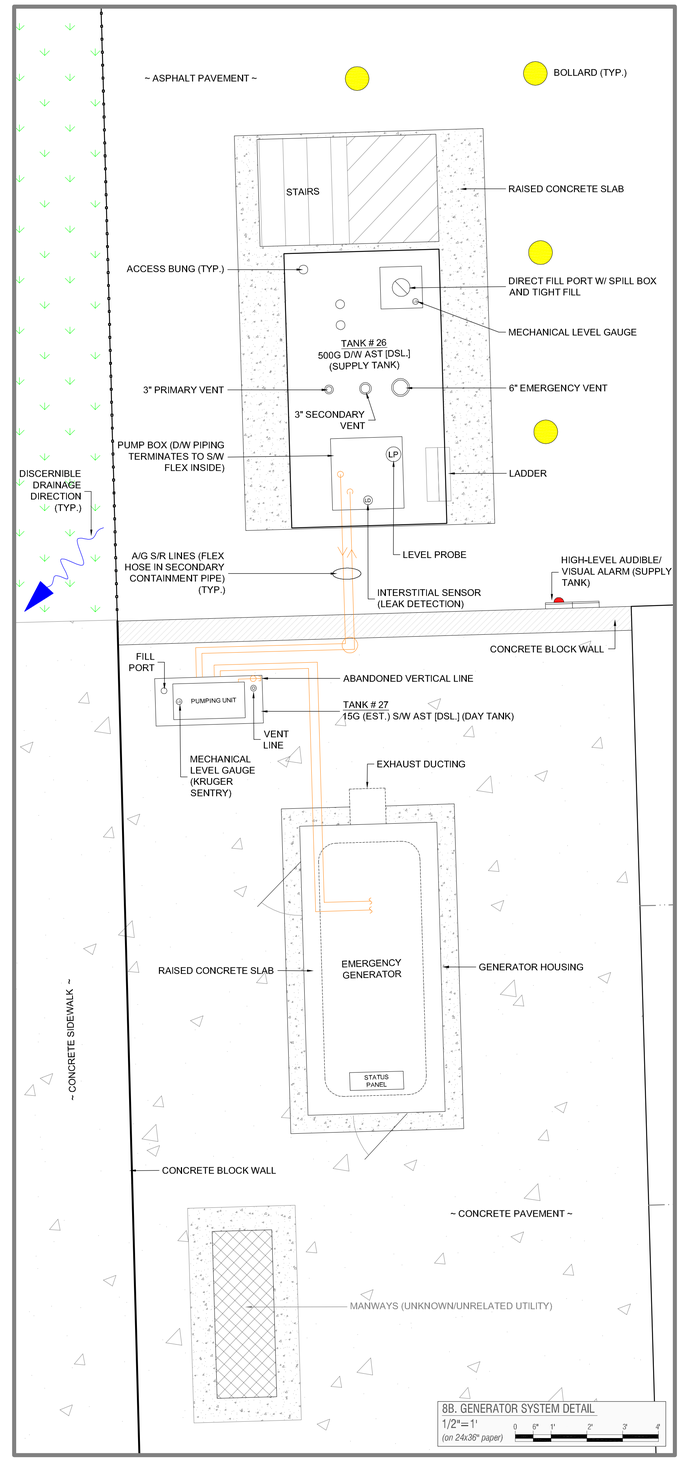
Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

FIGURE
7



8A. OVERALL BUILDING PLAN
3/16"=1' (on 24x36" paper)

ACRONYMS AND ABBREVIATIONS					
AC	COMPRESSED AIR	GR.	GREASE	S/R	SUPPLY/RETURN
A/F	ANTIFREEZE	HYO	HYDRAULIC OIL	STP	SUBMERGED TANK PUMP
A/G	ABOVE-GROUND	INTERST.	INTERSTITIAL	S/W	SINGLE-WALLED
ATF	AUTOMATIC TRANSMISSION FLUID	LO	LUBRICATION OIL	TR.	TRASH
AST	ABOVEGROUND STORAGE TANK	NH-S	NOT-IN-SERVICE	TYP.	TYPICAL
DSL.	DIESEL FUEL	ORG	OILY RAGS OR GLOVES	U/G	UNDERGROUND
D/W	DOUBLE-WALLED	OWS	OIL-WATER SEPARATOR	UOF	USED OIL FILTERS
EST.	ESTIMATED	POLY	POLYETHYLENE	W/	WITH
G	GALLON	P/W	PARTS WASHER	W/O	WASTE OIL



8B. GENERATOR SYSTEM DETAIL
1/2"=1' (on 24x36" paper)

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Checked by CHRISTINE FRANKLIN, P.E.
Prof. Eng.
PE License

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CEi CHEROKEE ENTERPRISES, INC.
Engineers & Contractors

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - CENTRAL BUS MAINTENANCE FACILITY
3300 NW 32nd AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33142-5729

CENTRAL BUS FACILITY- TRANSPORTATION BUILDING

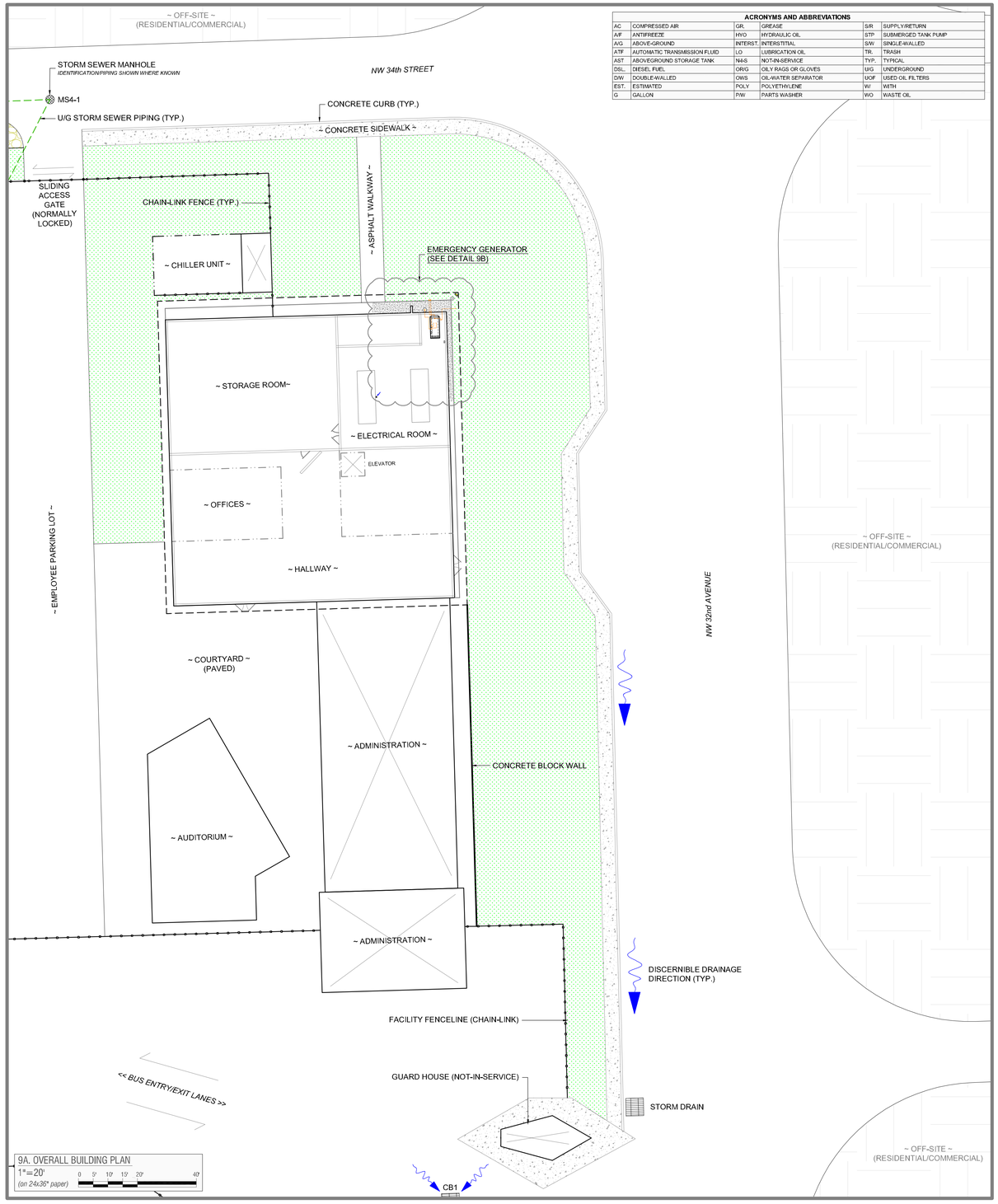
File Number
70238

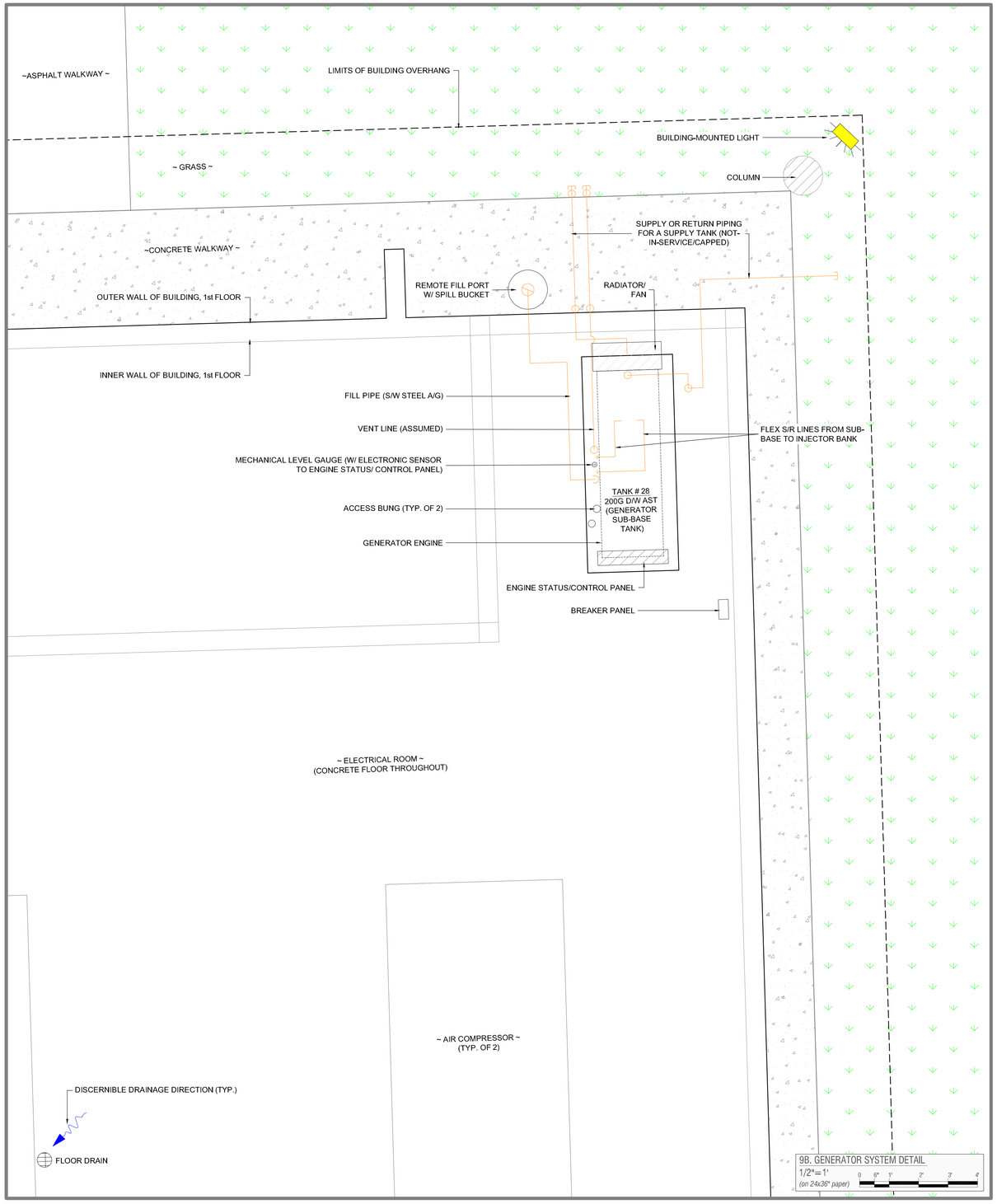
Date
DECEMBER 2009

Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

FIGURES
8a, 8b

ACRONYMS AND ABBREVIATIONS					
AC	COMPRESSED AIR	GR.	GREASE	S/R	SUPPLY/RETURN
A/F	ANTIFREEZE	HYD	HYDRAULIC OIL	STP	SUBMERGED TANK PUMP
A/G	ABOVE-GROUND	INTERST.	INTERSTITIAL	S/W	SINGLE-WALLED
ATF	AUTOMATIC TRANSMISSION FLUID	LO	LUBRICATION OIL	TR.	TRASH
AST	ABOVEGROUND STORAGE TANK	N-I-S	NOT-IN-SERVICE	TYP.	TYPICAL
DEL.	DIESEL FUEL	ORG	OILY RAGS OR GLOVES	U/G	UNDERGROUND
D/W	DOUBLE-WALLED	OWS	OIL-WATER SEPARATOR	UOF	USED OIL FILTERS
EST.	ESTIMATED	POLY	POLYETHYLENE	W/	WITH
G	GALLON	P/W	PARTS WASHER	WO	WASTE OIL





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SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - CENTRAL BUS MAINTENANCE FACILITY
3300 NW 32nd AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33142-5729

CENTRAL BUS FACILITY- ADMINISTRATION BUILDING

File Number
70238

Date
DECEMBER 2009

Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

FIGURES
9a, 9b

ACRONYMS AND ABBREVIATIONS					
AC	COMPRESSED AIR	GR.	GREASE	S/R	SUPPLY/RETURN
A/F	ANTIFREEZE	HYO	HYDRAULIC OIL	STP	SUBMERGED TANK PUMP
A/G	ABOVE-GROUND	INTERST.	INTERSTITIAL	S/W	SINGLE-WALLED
ATF	AUTOMATIC TRANSMISSION FLUID	LO	LUBRICATION OIL	TR.	TRASH
AST	ABOVEGROUND STORAGE TANK	N-I-S	NOT-IN-SERVICE	TYP.	TYPICAL
DSL.	DIESEL FUEL	ORG	OILY RAGS OR GLOVES	U/G	UNDERGROUND
D/W	DOUBLE-WALLED	OWS	OIL-WATER SEPARATOR	UOF	USED OIL FILTERS
EST.	ESTIMATED	POLY	POLYETHYLENE	W/	WITH
G	GALLON	P/W	PARTS WASHER	WO	WASTE OIL

~ BUS PARKING ~

~ CONCRETE PAVEMENT ~

~ ASPHALT PAVEMENT ~

LARGE STORM DRAIN EQUIPPED W/ OIL-RETAINING BAFFLES (TYP.)

CB15

CB16

DISCERNIBLE DRAINAGE DIRECTION (TYP.)

U/G FRENCH DRAIN PIPING (TYP.)

CB18

OUTDOOR DRUM STORAGE LOCKER (TYP. OF 2)
- STEEL ENCLOSURE W/ 48-DRUM CAPACITY (12 PALLETS)
- 2 TIERS, 2 BAYS, 1 SIDE W/ SLIDING ACCESS DOOR
- 411G LIQUID-TIGHT SUMP

NORTH LOCKER: (13) 55G DRUMS [5- CLEANER, 4- LO, 4- A/F]

NORTH DRUM LOCKER

SOUTH LOCKER: (29) 55G DRUMS [12- GR., 6- LO, 5- ATF, 4- HYO, 2- A/F]

SOUTH DRUM LOCKER

RAMP

LIGHT POLE

(59) 55G DRUMS [1- LO, 58- A/F]

RAISED ~ CONCRETE SLAB

STAIRS

ABSORBENT PADS

NEW DRY SWEEP (BAGS)

~ EMPLOYEE PARKING LOT ~

~ CORE RECEIVING ~

~ ASPHALT PAVEMENT ~

CB17

STORM DRAIN
ID/PIPING/TYPE UNKNOWN

OFFICE

LUNCH ROOM

~ EMPLOYEE PARKING LOT ~

~ OFFICE ~

VEHICLE REPAIR BAY (OPEN/NOT-IN-USE)

LIGHT VEHICLE REPAIR BUILDING/STORAGE

(1) 55G DRUM [EMPTY]

(1) 55G DRUM [LO]

~ OFFICE ~

~ LOCKER ROOMS ~

(1) 55G DRUM [EMPTY]

(1) 55G DRUM [EMPTY]

MAINTENANCE RADIO SHOP (BUS STOP MAINTENANCE/STORAGE)

CENTRAL PARTS STORAGE BUILDING (MATERIALS MANAGEMENT DIVISION WAREHOUSE)

~ ABANDONED COURTYARD ~

(2) 55G DRUMS [EMPTY]

CB25

CB26

CB14

CB 13

~ ENGINE STORAGE ~

~ ASPHALT PAVEMENT ~

(1) 55G DRUMS [EMPTY]

STAIRS TO PEDESTRIAN GATE (UNLOCKED/UNATTENDED AT TIME OF INSPECTION)

(4) 55G DRUMS [A/F]

(8) 55G DRUMS [HYO]

(8) 55G DRUMS [LO]

~ LOADING DOCK ~
CONCRETE FLOOR THROUGHOUT

(3) 55G DRUMS [A/F]

NEW DRY SWEEP [BAGS]

(12) 55G DRUMS [GR.]

FACILITIES MAINTENANCE STOCKROOM

~ ENGINE STORAGE ~

~ OFFICES ~

(18) 55G DRUMS [EMPTY]

~ ASPHALT PAVEMENT ~

GUARD HOUSE

(4) 55G DRUMS [GR.]

STORM DRAIN
ID/PIPING/TYPE UNKNOWN

RAMP

~ ASPHALT PAVEMENT ~

~ CONCRETE WALKWAY ~

~ ASPHALT PAVEMENT ~

(16) 55G DRUMS [EMPTY]

PEDESTRIAN GATE

SLIDING ACCESS GATES (OPEN 7 - 4, M - F)

~ GRASS (TYP.) ~

~ ASPHALT PAVEMENT ~

ACCESS GATE (NORMALLY LOCKED)

~ ASPHALT PAVEMENT ~

ACCESS GATE (NORMALLY LOCKED)

PEDESTRIAN GATE

FENCELINE (TYP.)

NW 31st STREET

NW 33rd AVENUE

~ OFF-SITE ~
(COMMERCIAL/INDUSTRIAL)

~ OFF-SITE ~
(COMMERCIAL/INDUSTRIAL)

10. CENTRAL PARTS STORAGE/FACILITIES MAINTENANCE

1"=20'
(on 24x36" paper)
0 5' 10' 15' 20' 40'

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Designed by	
Drawn by	ADAM S. WOSNESKI, P.E.
Checked by	CHRISTINE FRANKLIN, P.E.
Prof. Eng.	
PE License	

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CHEROKEE ENTERPRISES, INC.
Engineers & Contractors

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - CENTRAL BUS MAINTENANCE FACILITY
3300 NW 32nd AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33142-5729

CENTRAL BUS FACILITY- CENTRAL PARTS STORAGE/FACILITIES MAINTENANCE

File Number
70238

Date
DECEMBER 2009

Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

FIGURE
10

Appendix A

SPCC Plan Review Log

SPCC Plan Review Log					
Reviewed By	**Date**	**Activity**	**P.E. Certification Required (Y/N)**	**Comments**	**Signature**

P.E. Certification					
Date	**Scope**	**P.E. Name**	**Licensing State and Registration No.**	**Comments**	**Signature**

Appendix B

FDEP Incident Notification Form 62-761.900(6)

Adobe Acrobat

You can fill out this form in Acrobat Reader and then print the form with the data from the Reader. Note that you can NOT use the Save or Save As function with Acrobat Reader. If you want a copy for your records, please print an extra copy of the form.

To fill out a form:

(1) Select the hand tool . 

(2) Position the pointer inside a form field, and click. The I-beam pointer allows you to type text. The arrow pointer allows you to select a button, a check box, a radio button, or an item from a list.

(3) After entering text or selecting an item, check box, or radio button, do one of the following:

-- Press **Tab** to go to the next form field.

-- Press **Shift+Tab** to go to the previous form field.

-- In a multi-line text form field, **Enter** or **Return** goes to the next line in the same form field. You can use **Enter** on the keypad to accept a change and deselect the current form field.

-- Press **Escape** to reject the form field change and deselect the current form field.

-- If you are in Full Screen mode, pressing **Escape** a second time causes you to exit Full Screen mode.

(4) Once you have filled in the appropriate form fields, do the following:

-- Select the print tool  for a copy of the form for mailing or to keep for your records.

To clear a form in a browser window:

Exit the Acrobat viewer and start again.
Important: There is no undo for this action.

DEP Form # 62-761.900(6)

Form Title Incident Notification Form

Effective Date: July 13, 1998

Incident Notification Form

PLEASE PRINT OR TYPE

Instructions are on the reverse side. Please complete all applicable blanks

1. Facility ID Number (if registered):_____ **2. Date of form completion**:_____

3. General information

Facility name:_____
Facility Owner or Operator: _____
Contact Person:_____Telephone number: ( )_____County: _____
Facility mailing address: _____
Location of incident (facility street address):_____
Latitude and Longitude of incident (If known.)_____

4. Date of Discovery of incident:_____month/day/year

5. Monitoring method that indicates a possible release or an incident: (check all that apply)

[ ] Liquid detector (automatic or manual)
[ ] Vapor detector (automatic or manual)
[ ] Tightness test
[ ] Pressure test
[ ] Breach of integrity test
[ ] Visual observation
[ ] Groundwater samples
[ ] Monitoring wells
[ ] Internal inspection
[ ] Odors in the vicinity
[ ] Automatic tank gauging
[ ] Manual tank gauging
[ ] Closure
[ ] Inventory control
[ ] Statistical Inventory Reconciliation
[ ] Groundwater analytical samples
[ ] Soil analytical tests or samples
[ ] Other_____

6. Type of regulated substance stored in the storage system: (check one)

[ ] Diesel
[ ] Gasoline
[ ] Heating oil
[ ] Used\waste oil
[ ] Aviation gas
[ ] Jet fuel
[ ] New/lube oil
[ ] Kerosene
[ ] Other _____
[ ] Hazardous substance - includes CERCLA substances, pesticides, ammonia, chlorine, and their derivatives, and mineral acids.
(write in name or Chemical Abstract Service (CAS) number)_____

7. Incident involves or originated from a: (check all that apply)

[ ] Tank
[ ] Unusual operating conditions
[ ] Dispensing equipment
[ ] Pipe
[ ] Overfill protection device
[ ] Piping sump
[ ] Release detection equipment
[ ] Secondary containment system
[ ] Other
[ ] Dispenser Liners
[ ] Loss of >100 gallons to an impervious surface other than secondary containment
[ ] Loss of >500 gallons within secondary containment

8. Cause of the incident, if known: (check all that apply)

[ ] Overfill (<25 gallons)
[ ] Faulty Probe or sensor
[ ] Spill (<25 gallons)
[ ] Human error
[ ] Theft
[ ] Installation failure
[ ] Corrosion
[ ] Other_____

9. Actions taken in response to the incident: _____

10. Comments: _____

11. Agencies notified (as applicable):

[ ] Fire Department.
[ ] Local Program
[ ] DEP (district/person)

12. To the best of my knowledge and belief, all information submitted on this form is true, accurate, and complete.

_____ _____

Printed Name of Owner, Operator or Authorized Representative

Signature of Owner, Operator or Authorized Representative.

Instructions for completing the Incident Notification Form

This form must be completed to notify the County of all incidents, or of the following suspected releases:

1. A failed or inconclusive tightness, pressure, or breach of integrity test,
2. Internal inspection results, including perforations, corrosion holes, weld failures, or other similar defects that indicate that a release has occurred.
3. Unusual operating conditions such as the erratic behavior of product dispensing equipment, the sudden loss of product from the storage tank system, or any unexplained presence of water in the tank, unless system equipment is found to be defective but not leaking;
4. Odors of a regulated substance in surface or groundwater, soils, basements, sewers and utility lines at the facility or in the surrounding area;
5. The loss of a regulated substance from a storage tank system exceeding 100 gallons on impervious surfaces other than secondary containment, driveways, airport runways, or other similar asphalt or concrete surfaces;
6. The loss of a regulated substance exceeding 500 gallons inside a dike field area with secondary containment; and
7. A positive response of release detection devices or methods described in Rule 62-761.610, F.A.C., or approved under Rule 62-761.850, F.A.C. A positive response shall be the indication of a release of regulated substances, an exceedance of the Release Detection Response Level or a breach of integrity of a storage tank system.

If the investigation of an incident indicates that a discharge did not occur (for example, the investigation shows that the situation was the result of a theft or a malfunctioning electronic release detection probe), then a letter of retraction should be sent to the County within fourteen days with documentation that verifies that a discharge did not occur. If within 24 hours of an incident, or before the close of the County's next business day, the investigation of the incident does not confirm that a discharge has occurred, an Incident Report Form need not be submitted.

A copy of this form must be delivered or faxed to the County within 24 hours of the discovery of an incident, or before the close of the next business day. It is recommended that the original copy be sent in the mail. If the incident occurs at a county-owned facility, a copy of the form must be faxed or delivered to the local DEP District office.

DEP District Office Addresses:

Northwest District
160 Governmental Center
Pensacola FL. 32501-5794
Phone: 850-595-8360
FAX: 850-595-8417

Northeast District
7825 Baymeadows Way Suite B 200
Jacksonville FL. 32256-7590
Phone: 904-488-4300
FAX: 904-488-4366

Central District
3319 Maguire Blvd. Suite 232
Orlando, FL. 32803-3767
Phone: 407-894-7555
FAX: 407-897-2966

Southwest District
3804 Coconut Palm Dr.
Tampa FL. 33619-8218
Phone: 813-744-6100
FAX: 813-744-6125

South District
2295 Victoria Ave. Suite 364
Ft. Myers FL. 33901-2549
Phone: 813-332-6975
FAX: 813-332-6969

Southeast District
400 N. Congress Ave.
West Palm Beach, FL. 33416-5425
Phone: 561-681-6600
FAX: 561-681-6790

(02/01/98)

Appendix C

FDEP Discharge Report Form 62-761.900(1)

Adobe Acrobat

You can fill out this form in Acrobat Reader and then print the form with the data from the Reader. Note that you can NOT use the Save or Save As function with Acrobat Reader. If you want a copy for your records, please print an extra copy of the form.

To fill out a form:

(1) Select the hand tool . 

(2) Position the pointer inside a form field, and click. The I-beam pointer allows you to type text. The arrow pointer allows you to select a button, a check box, a radio button, or an item from a list.

(3) After entering text or selecting an item, check box, or radio button, do one of the following:

-- Press **Tab** to go to the next form field.

-- Press **Shift+Tab** to go to the previous form field.

-- In a multi-line text form field, **Enter** or **Return** goes to the next line in the same form field. You can use **Enter** on the keypad to accept a change and deselect the current form field.

-- Press **Escape** to reject the form field change and deselect the current form field.

-- If you are in Full Screen mode, pressing **Escape** a second time causes you to exit Full Screen mode.

(4) Once you have filled in the appropriate form fields, do the following:

-- Select the print tool  for a copy of the form for mailing or to keep for your records.

To clear a form in a browser window:

Exit the Acrobat viewer and start again.
Important: There is no undo for this action.

Discharge Report Form

PLEASE PRINT OR TYPE

DEP Form # 62-761.900(1)
Form Title Discharge Report Form
Effective Date: July 13, 1998

Instructions are on the reverse side. Please complete all **applicable** blanks

1. Facility ID Number (if registered):_____ **2. Date of form completion**:_____

3. General information
Facility name or responsible party (if applicable):_____
Facility Owner or Operator, or Discharger: _____
Contact Person:_____Telephone Number: ( )_____County: _____
Facility or Discharger Mailing Address: _____
Location of Discharge (street address):_____
Latitude and Longitude of Discharge (if known)_____

4. Date of receipt of test results or discovery of confirmed discharge: _____month/day/year

5. Estimated number of gallons discharged:_____

6. Discharge affected: [ ] Air [ ] Soil [ ] Groundwater [ ] Drinking water well(s) [ ] Shoreline [ ] Surface water (water body name) _____

7. Method of discovery (check all that apply)

[ ] Liquid detector (automatic or manual)	[ ] Internal inspection	[ ] Closure/Closure Assessment
[ ] Vapor detector (automatic or manual)	[ ] Inventory control	[ ] Groundwater analytical samples
[ ] Tightness test	[ ] Monitoring wells	[ ] Soil analytical tests or samples
[ ] Pressure test	[ ] Automatic tank gauging	[ ] Visual observation
[ ] Statistical Inventory Reconciliation	[ ] Manual tank gauging	[ ] Other _____

8. Type of regulated substance discharged: (check one)

[ ] Unknown	[ ] Used/waste oil	[ ] Jet fuel	[ ] Heating oil	[ ] New/lube oil
[ ] Gasoline	[ ] Aviation gas	[ ] Diesel	[ ] Kerosene	[ ] Mineral acid

[ ] Hazardous substance - includes CERCLA substances from USTs above reportable quantities, pesticides, ammonia, chlorine, and derivatives (write in name or Chemical Abstract Service (CAS) number)_____
[ ] Other_____

9. Source of Discharge: (check all that apply)

[ ] Dispensing system	[ ] Pipe	[ ] Barge	[ ] Pipeline	[ ] Vehicle
[ ] Tank	[ ] Fitting	[ ] Tanker ship	[ ] Railroad tankcar	[ ] Airplane
[ ] Unknown	[ ] Valve failure	[ ] Other Vessel	[ ] Tank truck	[ ] Drum

[ ] Other_____

10. Cause of the discharge: (check all that apply)

[ ] Loose connection	[ ] Puncture	[ ] Spill	[ ] Collision	[ ] Corrosion
[ ] Fire/explosion	[ ] Overfill	[ ] Human error	[ ] Vehicle Accident	[ ] Installation failure

[ ] Other_____

11. Actions taken in response to the discharge: _____

12. Comments: _____

13. Agencies notified (as applicable):

[ ] State Warning Point 1-***800 320-0519***	[ ] National Response Center ***1-800-424-8802***	[ ] Florida Marine Patrol ***(800) 342-5367***	[ ] Fire Department. _____	[ ] DEP (district/person) [ ] County Tanks Program

14. To the best of my knowledge and belief, all information submitted on this form is true, accurate, and complete.

_____ Printed Name of Owner, Operator or Authorized Representative, or Discharger

_____ Signature of Owner, Operator or Authorized Representative, or Discharger

Oil spills to navigable waters of the United States, and releases of reportable quantities of CERCLA hazardous substances must be reported within one hour to the National Response Center or the Florida Marine Patrol. Reports to the National Response Center of oil spills to navigable waters need not be repeated to any other federal, state, or local agency. Conditions at the site that do not involve spills to navigable waters of the United States, or CERCLA hazardous substances, that pose an immediate threat to human health or the environment, must be immediately reported to the State Warning Point or the Local Fire Department. This form must be submitted for all discharges from facilities with storage tank systems, and at other sites, in accordance with Chapters 62-761 and 62-770, F.A.C. Chapter 62-761 and 62-770, F.A.C., should be consulted for specific reporting requirements.

State Warning Point	*National Response Center*	*Local Fire Department*
1-800-320-0519	*1-(800)-424-8802*	*(obtain local number)*

This form must be used to report any confirmed discharge, or any one of the following from a storage tank system subject to Chapter 62-761, F.A.C., unless the discharge is from a previously-known and reported discharge:

1. Results of analytical or field tests of surface water, groundwater, or soils indicating the presence of contamination by:
    a. A hazardous substance from a UST;
    b. A regulated substance, other than petroleum products; or
    c. Petroleum products' chemicals of concern specified in Chapter 62-770, F.A.C.;
2. A spill or overfill event of a regulated substance to soil equal to or exceeding 25 gallons, unless the regulated substance has a more stringent reporting requirement specified in CFR Title 40, Part 302;
3. Free product or sheen of a regulated substance present in surface water, groundwater, soils, basements, sewers, and utility lines at the facility or in the surrounding area; or
4. Soils stained by regulated substances observed during a closure assessment performed in accordance with Rule 62-761.800, F.A.C.

A copy of this form must be delivered or faxed to the County within 24 hours of the discovery of a discharge, or before the close of the next business day. It is recommended that the original copy be sent in the mail. If the discharge occurs at a county-owned facility, a copy of the form must be faxed or delivered to the local FDEP District office. A discharge of petroleum or petroleum products from a source other than a regulated storage tank system must be reported within one week of discovery in accordance with Rule 62-770.250, F.A.C.

FDEP District Office Addresses:

Northwest District
160 Governmental Center
Pensacola FL. 32501-5794
Phone: 850-595-8360
FAX: 850-595-8417

Northeast District
7825 Baymeadows Way Suite B 200
Jacksonville FL. 32256-7590
Phone: 904-448-4300
FAX: 904-448-4362

Central District
3319 Maguire Blvd. Suite 232
Orlando, FL. 32803-3767
Phone: 407-894-7555
FAX: 407-897-2966

Southwest District
3804 Coconut Palm Dr.
Tampa FL. 33619-8218
Phone: 813-744-6100
FAX: 813-744-6125

South District
2295 Victoria Ave. Suite 364
Ft. Myers FL. 33901-2549
Phone: 813-332-6975
FAX: 813-332-6969

Southeast District
400 N. Congress Ave.
West Palm Beach, FL. 33416-5425
Phone: 561-681-6600
FAX: 561-681-6790

[Effective date of the rule]

Appendix D

Storage Tank Inspection Checklists

CHEROKEE ENTERPRISES, INC.

Operation and Maintenance (O&M) Inspection Checklist - *Monthly*

Miami-Dade Transit
Central Bus Maintenance Facility

_____

(month/year)

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g)

I.a. <u>Aboveground Storage Tanks ("ASTs") – General</u>:

Tank # 1 – 2,000-gallon double-walled AST [diesel, "DSL"]
Tank # 2 – 2,000-gallon double-walled AST [automatic transmission fluid, "ATF"]
Tank # 3 – 2,000-gallon double-walled AST [lubrication oil, "LO"]
Tank # 4 – 110-gallon single-walled AST [DSL] (fire pump supply)
Tank # 5 – 500-gallon single-walled AST [DSL] (generator sub-base)
Tank # 6 – 110-gallon single-walled AST [DSL] (fuel cart)
Tank # 7 – 150-gallon double-walled AST [DSL]
Tank # 8 – 500-gallon double-walled AST [waste oil]

1. - Removed product from and cleaned inside/outside of direct fill ports, remote fill ports, fill boxes, and pump boxes/pumping units (as applicable)
   - Adjusted piping

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 3	
☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	
☐	Tank # 8	

2. Inspection operation of manual valves in direct fill ports, remote fill ports, fill boxes, and pump boxes/pumping units (as applicable)

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 3	
☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	
☐	Tank # 8	

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

I.a. Aboveground Storage Tanks ("ASTs") – General *(continued)*

3. Inspected all product piping, fittings, and valves for leaks or damage in…
   - Remote/direct fill ports/ pump boxes (as applicable)
   - Pump boxes
   - Above-ground containment piping outside building (Tanks # 1, 2, 3)
   - All overhead product piping inside building (connected to hose reel sets)

   Note: consult Figure 4a for piping headers inside building. If leak/damage, note bay or room where damage occurred.

☐	Remote/direct fill/fill/pump boxes/units, Tank # 1	
☐	Remote/direct fill/fill/pump boxes/units, Tank # 2	
☐	Remote/direct fill/fill/pump boxes/units, Tank # 3	
☐	Remote/direct fill/fill/pump boxes/units, Tank # 4	
☐	Remote/direct fill/fill/pump boxes/units, Tank # 5	
☐	Remote/direct fill/fill/pump boxes/units, Tank # 6	
☐	Remote/direct fill/fill/pump boxes/units, Tank # 7	
☐	Remote/direct fill/fill/pump boxes/units, Tank # 8	
☐	DSL piping outside bldg. (from Tank # 1)	
☐	ATF piping outside bldg. (from Tank # 2)	
☐	LO piping outside bldg. (from Tank # 3)	
☐	Supply/return piping from Tank # 4 to fire pump engine	
☐	Small-diameter piping/fittings, Tank #5 – generator engine	
☐	DSL supply/return ceiling-hung piping inside building to Bay 43 (to Tank # 7)	
☐	ATF/LO/Gr. ceiling-hung piping headers inside building (above bays)	

4. Inspected…
   - Primary vent piping and cap
   - Emergency vent (as applicable)

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 4	
☐	Tank # 5	

5. Checked overfill prevention valve.
   - Note: Annual inspection (testing) in March. See *Annual Inspection Checklist*s and *O&M Detailed Guide to Annual Inspection of Overfill Prevention Valves* for instructions.

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

I.a. Aboveground Storage Tanks ("ASTs") – General *(continued)*

6. Inspected dry break fill valve (or tight fill, if applicable – check if crossbar present).

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	

7. Inspected submerged tank pumps (STPs) or engine injector pumps (as applicable).

☐	Tank # 1	
☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	

8. Confirmed tank levels (no gauge/Veeder Root: use tank gauge stick & a primary access bung)

☐	Tank # 1	(from Veeder Root)	
☐	Tank # 2	(from Veeder Root)	
☐	Tank # 3	(from Veeder Root)	
☐	Tank # 4	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 5	(Kruger)	
☐	Tank # 6	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 7	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 8	(gauge)	

9. Inspected interstitial for leaks (no gauge/Veeder Root: use tank gauge stick & a secondary access bung)

☐	Tank # 1	(alarm condition on Veeder Root? y/n)		
☐	Tank # 2	(alarm condition on Veeder Root? y/n)		
☐	Tank # 3	(alarm condition on Veeder Root? y/n)		
☐	Tank # 7	Any liquid? (y / n)	If yes, in. _____	Appearance
☐	Tank # 8	Any liquid? (y / n)	If yes, in. _____	Appearance

10. Inspected stairways and catwalk for loose connections or damaged grating.

☐	Stairs/catwalk, Tank # 1/ 2	
☐	Stairs/catwalk, Tank # 2/ 3	

11. Inspected grounded grid connections at tank and stairs.

☐	Stairs/catwalk, Tank # 1/ 2	
☐	Stairs/catwalk, Tank # 2/ 3	

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

I.a. Aboveground Storage Tanks ("ASTs") – General *(continued)*

12. Inspected exterior of tank for rust/corrosion/leaks/damage to paint.

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	
☐	Tank # 8	

13. Inspected cap and adapter at tank level probe and interstitial sensor.

☐	Tank # 1	Level	Interstitial
☐	Tank # 2	Level	Interstitial
☐	Tank # 3	Level	Interstitial

14. Inspected audible/visual high-level alarms
    - Tested ( ) alarm button ( ) alarm reset button
    - ( ) Flashing strobe light. Replaced bulbs? ( ) yes ( ) no (If yes, how many? _____)

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	

15. Inspected Veeder Root TLS-350 Console
    ( ) attached print-out ( ) control lamps working ( ) no alarm conditions

☐	Veeder-Root	

16. Inspected air-operated pump (including over-run control on discharge), piping, valves (including pressure relief valves), and high pressure hose connections for leaks/damage

☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 8	

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

I.a. Aboveground Storage Tanks ("ASTs") – General *(continued)*

17. Inspected air filter, regulator, and lubricator
    ( ) Drained water from separator bowl ( ) Filled lubricator to proper level ( ) Pressure set at 40 psi

☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 8	

I.b. Aboveground Storage Tanks ("ASTs")– Specific

1. Inspected engine control panel & associated E-stop

☐	Emergency Generator	

2. Inspected hose, nozzle, support/retractor, and fuel filter

☐	Tank # 6	
☐	Tank # 7	

3. Inspected filter crusher/foot pedal for proper operation/leaks/damage

☐	Tank # 8	

4. Inspected condition of nearby filter drain trough for leaks/damage

☐	Tank # 8	

II. Hose Reel Sets ("HRSs") (19/70 dispense LO, ATF, and/or Gr.)

1. Inspected hose reel sets for operation/leaks/damage: ( ) reels ( ) hoses ( ) nozzles
   ( ) retractors/clamps/cables adjusted to proper tension

☐	Bay 1/ Bay 2 North HRS	LO Reel	
☐		Gr. Reel	*not-in-service**

☐	Bay 1/ Bay 2 South HRS	LO Reel	
☐		ATF Reel	

☐	Bay 3/ Bay 4 North HRS	LO Reel	
☐		Gr. Reel	*not-in-service**

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

II. Hose Reel Sets ("HRSs") *(continued)*

1. *(continued)* Inspected hose reel sets for operation/leaks/damage: ( ) reels ( ) hoses ( ) nozzles ( ) retractors/clamps/cables adjusted to proper tension

☐	Bay 3/ Bay 4 South HRS	LO Reel	
☐	Bay 5/ Bay 6 North HRS	LO Reel	
		Gr. Reel	*not-in-service**
☐	Bay 5/ Bay 6 South HRS	LO Reel	
		ATF Reel	
☐	Bay 7/ Bay 8 North HRS	LO Reel	
		Gr. Reel	*not-in-service**
☐	Bay 7/ Bay 8 South HRS	LO Reel	
		ATF Reel	
☐	Bay 41/ Bay 40 North HRS	LO Reel	
		ATF Reel	
☐	Bay 40/ Bay 39 South HRS	LO Reel	
☐	Bay 35/ Bay 34 North HRS	LO Reel	
		ATF Reel	
☐	Bay 35/ Bay 34 South HRS	LO Reel	
		Gr. Reel	*not-in-service**
☐	Bay 33/ Bay 32 North HRS	LO Reel	
		ATF Reel	
☐	Bay 33/ Bay 32 South HRS	LO Reel	
		Gr. Reel	*not-in-service**

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

II. Hose Reel Sets ("HRSs") *(continued)*

1. *(continued)* Inspected hose reel sets for operation/leaks/damage: ( ) reels ( ) hoses ( ) nozzles ( ) retractors/clamps/cables adjusted to proper tension

☐	Bay 31/ Bay 30 North HRS	LO Reel	
☐		ATF Reel	

☐	Bay 31/ Bay 30 South HRS	Gr. Reel	*not-in-service**

☐	Bay 29/ Bay 28 North HRS	LO Reel	
☐		ATF Reel	

☐	Bay 27/ Bay 26 North HRS	LO Reel	
☐		ATF Reel	

☐	Bay 27/ Bay 26 South HRS	LO Reel	
☐		Gr. Reel	*not-in-service**

2. ***If Grease ("Gr.") reels in-service***, check condition of pumped drum (see Figure 4a for location)
   Inspected…
   air-operated pump (including over-run control on discharge) ( ),
   piping ( ),
   valves (including pressure relief valves) ( ),
   and high pressure hose connections ( )
   …for leaks/damage
   Inspected air filter, regulator, and lubricator ( )
   Drained water from separator bowl ( )
   Filled lubricator to proper level ( )
   Pressure set at 40 psi ( )

☐	Pumped grease drum setup	

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

III. Steam Cleaning/Oil-Water Separator ("OWS")

900-gallon single-walled aboveground OWS
550-gallon single-walled aboveground holding tank
130-gallon single-walled aboveground recirculation tank
(2) trench drains w/ oil-retaining baffles
(3) invert floor drains
2" concrete rollover berm

1. Inspected baffles at trench drains for sludge build-up

☐	North trench drain	
☐	South trench drain	

2. Inspected sludge build-up at sand trap/settling sump

☐	Sand trap/settling sump	

3. Inspected air-operated diaphragm pump sets

☐	OWS/Holding Tank	
☐	Recirculation Tank	

4. Inspected above-ground air and OWS drainage piping, valves, and fittings for operation/leaks/damage

☐	Air	
☐	OWS Drainage	

5. Inspected level float sensor inside of settling sump

☐	Sand trap/settling sump	

6. Inspected oil and sludge level in OWS

☐	Oil	
☐	Sludge	

7. Inspected OWS discharge water

☐	Visual/Odor	

☐	Laboratory Sample Collected (semi-annual basis)	

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

III. Steam Cleaning/Oil-Water Separator ("OWS") *(continued)*

8. Inspected OWS status panel

☐	OWS High-High Oil Level & test	
☐	OWS High Oil Level & test	

9. Inspected ( ) air filter ( ) regulator ( ) lubricator
   - Drained water from separator bowl
   - Filled lubricator to proper level
   - Confirmed air pressure set at 30 psi

☐	OWS/Holding Tank	
☐	Recirculation Tank	

10. Inspected exterior of tanks for rust/corrosion/leaks/damage to paint

☐	OWS	
☐	Holding Tank	
☐	Recirculation Tank	

11. Inspected general integrity of concrete floors and rollover berm

☐	Bay 43	Floor	
☐	Bay 42	Floor	
☐	Wash Area	Floor	
☐		Rollover Berm	

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

IV. General Housekeeping Items:

Drums
Catch Basins
Monitoring Wells
Concrete Integrity
Floor Berms

1. Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

   If (a) and (b) are not met for all drums at building, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	Outdoors in enclosure w/ containment sump (y / n)

2. Condition of nearby catch basins

Catch basin ID	Accumulated storm water with sheen or FFP (y / n)	Grates or oil-retaining baffles clogged with trash or sediment (y / n)	Grate and baffles intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Notes
CB3					
CB6					
CB7					
CB13					

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

IV. General Housekeeping Items *(continued)*

3. Condition of nearby monitoring wells

Monitoring Well ID	Manway assembly and cover intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Lower 1.6" diameter new disposable bailer into well and withdraw groundwater		Notes
			Odor (e.g., none, petro.)	Appearance (i.e., clear, sheen, FFP) (if FFP, list inches)	
MW-1-MO					

4. Inspected integrity of concrete slabs, pavement, and joint caulk immediately surrounding building and west-side tanks
   Note if significant petroleum staining present.

☐	Tank slab, Tanks 1 - 3		
☐	South side of garage	Concrete slab pavement	
☐		Concrete slab joint caulk	
☐	East side of garage	Concrete slab pavement	
☐		Concrete slab joint caulk	
☐	North side of garage	Concrete slab pavement	
☐		Concrete slab joint caulk	
☐	West side of garage	Concrete slab pavement	
☐		Concrete slab joint caulk	

5. Inspected integrity of concrete floor and berms at entrances of bays
   Note if major cracks, significant petroleum staining, or pools of oil/sheen present. Choose "na" for floor berm if no pooled rain or oil present to demonstrate proper function.

☐	Fire Pump House	Floor		
☐		Door Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 1	Floor		
☐		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 2	Floor		
☐		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 3	Floor		
☐		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

IV. General Housekeeping Items *(continued)*

5. *(continued)* Inspected integrity of concrete floor and berms at entrances of bays
   Note if major cracks, significant petroleum staining, or pools of oil/sheen present. Choose "na" for floor berm if no pooled rain or oil present to demonstrate proper function.

☐	Bay # 4	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 5	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 6	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 7	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 8	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 9	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 10	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 11	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 12	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 13	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 14	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 15	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

IV. General Housekeeping Items *(continued)*

5. *(continued)* Inspected integrity of concrete floor and berms at entrances of bays
   Note if major cracks, significant petroleum staining, or pools of oil/sheen present. Choose "na" for floor berm if no pooled rain or oil present to demonstrate proper function.

☐	Bay # 16	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 17	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 18	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 19	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 20	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 21	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 22	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 23	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 24	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 25	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 26	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 27	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

IV. General Housekeeping Items *(continued)*

5. *(continued)* Inspected integrity of concrete floor and berms at entrances of bays
   Note if major cracks, significant petroleum staining, or pools of oil/sheen present. Choose "na" for floor berm if no pooled rain or oil present to demonstrate proper function.

☐	Bay # 28	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 29	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 30	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 31	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 32	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 33	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 34	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 35	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 36	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 37	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 38	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 39	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

IV. General Housekeeping Items *(continued)*

5. *(continued)* Inspected integrity of concrete floor and berms at entrances of bays
   Note if major cracks, significant petroleum staining, or pools of oil/sheen present. Choose "na" for floor berm if no pooled rain or oil present to demonstrate proper function.

☐	Bay # 40	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 41	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 42	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 43	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

Overall Comments, Major Overhaul Garage:

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Overall Recommendations, Major Overhaul Garage:

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CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

1. Major Overhaul Garage (See SPCC Plan, Figures 4a through 4g) *(continued)*

Attach Veeder-Root TLS-350 print-out (tape or staple)

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g)

I. Hydraulic Lift System:

Tank # 9 – 150-gallon single-walled AST [hydraulic oil, "HYO"]
Tank # 10 – 250-gallon single-walled AST [HYO]
Tank # 11 – 150-gallon single-walled AST [HYO]

1. Inspected exterior of tank for rust/corrosion/leaks/damage to paint

☐	Tank # 9	
☐	Tank # 10	
☐	Tank # 11	

2. Checked level of tank (open an access port and stick)

☐	Tank # 9	Level (inches)	Height of tank (in.)
☐	Tank # 10	Level (inches)	Height of tank (in.)
☐	Tank # 11	Level (inches)	Height of tank (in.)

3. Inspected nearby in-floor piping and hydraulic lift poles for leaks

☐	Tank # 9	
☐	Tank # 10	
☐	Tank # 11	

II.a. Aboveground Storage Tanks ("ASTs")– General:

Tank # 12 – 500-gallon double-walled AST [DSL] (emergency generator supply tank)
Tank # 13 – 5,000-gallon double-walled AST [LO]
Tank # 14 – 5,000-gallon double-walled AST [ATF]
Tank # 15 – 500-gallon double-walled AST [waste oil]
Tank # 16 – 25-gallon single-walled AST [DSL] (emergency generator day tank)
Tank # 17 – 25-gallon double-walled AST [DSL] (emergency generator return tank)
Tank # 18 – 110-gallon single-walled AST [DSL] (fuel cart)

1. Removed product from and cleaned inside/outside of direct fill ports, remote fill ports, fill boxes, and pump boxes/pumping units (as applicable), adjusted piping

☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14	
☐	Tank # 15	
☐	Tank # 16	
☐	Tank # 17	
☐	Tank # 18	

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

II.a. Aboveground Storage Tanks ("ASTs")– General *(continued)*

2. Inspection operation of manual valves in direct fill ports, remote fill ports, fill boxes, and pump boxes/pumping units (as applicable)

	Tank # 12	
	Tank # 13	
	Tank # 14	
	Tank # 15	
	Tank # 16	
	Tank # 17	
	Tank # 18	

3. Inspected all product piping, fittings, and valves for leaks or damage in…
   - Remote/direct fill ports/ pump boxes (as applicable)
   - Pump boxes
   - Above-ground containment piping outside building (Tanks # 12, 13, 14)
   - All overhead product piping inside building (connected to hose reel sets)

   Note: consult Figure 5a for piping headers inside building. If leak/damage, note bay or room where damage occurred.

	Remote/direct fill/fill/pump boxes/units, Tank # 12	
	Remote/direct fill/fill/pump boxes/units, Tank # 13	
	Remote/direct fill/fill/pump boxes/units, Tank # 14	
	Remote/direct fill/fill/pump boxes/units, Tank # 15	
	Remote/direct fill/fill/pump boxes/units, Tank # 16	
	Remote/direct fill/fill/pump boxes/units, Tank # 17	
	Remote/direct fill/fill/pump boxes/units, Tank # 18	
	DSL piping outside bldg. (from Tank # 12)	
	LO piping outside bldg. (from Tank # 13)	
	ATF piping outside bldg. (from Tank # 14)	
	DSL supply/return wall/floor-mounted piping inside Generator Room (to/from Tanks # 16, 17 & engine)	
	ATF/LO/Gr. ceiling-hung piping headers inside building (above bays)	

4. Inspected…
   - Primary vent piping and cap
   - Emergency vent (as applicable)

	Tank # 12	
	Tank # 13	
	Tank # 14	

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

II.a. Aboveground Storage Tanks ("ASTs")– General *(continued)*

5. Checked overfill prevention valve.
   - Note: Annual inspection (testing) in March. See *Annual Inspection Checklist*s and *O&M Detailed Guide to Annual Inspection of Overfill Prevention Valves* for instructions.

☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14	

6. Inspected dry break fill valve.

☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14	

7. Inspected submerged tank pumps (STPs), vacuum-assist, or air-operated pumps (as applicable).

☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14	
☐	Tank # 15	
☐	Tank # 16	
☐	Tank # 17	
☐	Tank # 18	

8. Confirmed tank levels (no gauge/Veeder Root: use tank gauge stick & a primary access bung)

☐	Tank # 12	(from Veeder Root)	
☐	Tank # 13	(from Veeder Root)	
☐	Tank # 14	(from Veeder Root)	
☐	Tank # 15	(gauge)	
☐	Tank # 16	(Kruger)	
☐	Tank # 17	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 18	Level (in.)	Total height, interior of tank (in.)

9. Inspected interstitial for leaks (no gauge/Veeder Root: use tank gauge stick & a secondary access bung)

☐	Tank # 12	(alarm condition on Veeder Root? y/n)		
☐	Tank # 13	(alarm condition on Veeder Root? y/n)		
☐	Tank # 14	(alarm condition on Veeder Root? y/n)		
☐	Tank # 15	Any liquid? (y / n)	If yes, in. _____	Appearance
☐	Tank # 17	(alarm condition on status panel? y/n)		

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

II.a. Aboveground Storage Tanks ("ASTs")– General *(continued)*

10. Inspected stairways and catwalk for loose connections or damaged grating.

☐	Stairs/catwalk, Tank # 12/13	
☐	Stairs/catwalk, Tank # 13/14	

11. Inspected grounded grid connections at tank and stairs.

☐	Stairs/catwalk, Tank # 12/13	
☐	Stairs/catwalk, Tank # 13/14	

12. Inspected exterior of tank for rust/corrosion/leaks/damage to paint.

☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14	
☐	Tank # 15	
☐	Tank # 16	
☐	Tank # 17	
☐	Tank # 18	

13. Inspected cap and adapter at tank level probe and interstitial sensor.

☐	Tank # 12	Level	Interstitial
☐	Tank # 13	Level	Interstitial
☐	Tank # 14	Level	Interstitial

14. Inspected audible/visual high-level alarms
    - Tested ( ) alarm button ( ) alarm reset button
    - ( ) Flashing strobe light. Replaced bulbs? ( ) yes ( ) no (If yes, how many? _____)

☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14	

15. Inspected Veeder Root Console
    ( ) attached print-out ( ) control lamps working ( ) no alarm conditions

☐	Veeder-Root	

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

II.a. Aboveground Storage Tanks ("ASTs")– General *(continued)*

16. Inspected air-operated pump (including over-run control on discharge), piping, valves (including pressure relief valves), and high pressure hose connections for leaks/damage

☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14	
☐	Tank # 15	

17. Inspected air filter, regulator, and lubricator
( ) Drained water from separator bowl ( ) Filled lubricator to proper level ( ) Pressure set at 40 psi

☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14	
☐	Tank # 15	

II.b. Aboveground Tank System – Specific

1. Inspected control panel & associated E-stop

☐	Emergency Generator engine control panel	
☐	Generator Room wall electrical control panel	

2. Inspected float switch

☐	Tank # 16	
☐	Tank # 17	

3. Removed control panel cover and cleaned inside

☐	Tank # 16	
☐	Tank # 17	

4. Tested control panel/alarms for proper operation

☐	Tank # 16	
☐	Tank # 17	

5. Checked condition of solenoid valve

☐	Tank # 16	
☐	Tank # 17	

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

II.b. Aboveground Tank System – Specific *(continued)*

6. Inspected fuel lines (e.g., flex hose, connections/fittings/injector bank) & oil sump for damage/leaks

☐	Emergency Generator engine	

7. Inspected filter crusher/foot pedal for proper operation/leaks/damage

☐	Tank # 15	

8. Inspected condition of nearby filter drain trough for leaks/damage

☐	Tank # 15	

9. Inspected hose, nozzle, support/retractor, and fuel filter

☐	Tank # 18	

II. Hose Reel Sets ("HRSs") (22/37 dispense LO, ATF, and/or Gr.)

1. Inspected hose reel sets for operation/leaks/damage: ( ) reels ( ) hoses ( ) nozzles
   ( ) retractors/clamps/cables adjusted to proper tension

☐	Bay 2/ Bay 3 North HRS	LO Reel	
☐	Bay 2/ Bay 3 South HRS	LO Reel	
		ATF Reel	
☐	Bay 3/ Bay 4 North HRS	LO Reel	
		Gr. Reel	
☐	Bay 3/ Bay 4 South HRS	ATF Reel	
		LO Reel	
☐	Bay 4/ Bay 5 North HRS	LO Reel	
		Gr. Reel	

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

II. Hose Reel Sets ("HRSs") (22/37 dispense LO, ATF, and/or Gr.) *(continued)*

1. *(continued)* Inspected hose reel sets for operation/leaks/damage: ( ) reels ( ) hoses ( ) nozzles ( ) retractors/clamps/cables adjusted to proper tension

☐ ☐	Bay 4/ Bay 5 South HRS	ATF Reel	
		LO Reel	
☐ ☐	Bay 5/ Bay 6 North HRS	LO Reel	
☐ ☐	Bay 5/ Bay 6 South HRS	ATF Reel	
		LO Reel	
☐ ☐	Bay 7/ Bay 8 North HRS	LO Reel	
		Gr. Reel	
☐ ☐	Bay 7/ Bay 8 South HRS	ATF Reel	
		LO Reel	
☐ ☐	Bay 9/ Bay 10 South HRS	ATF Reel	
		LO Reel	
☐ ☐	Bay 10/ Bay 11 South HRS	ATF Reel	
		LO Reel	
☐ ☐	Bay 22/ Bay 21 North HRS	ATF Reel	
		LO Reel	
☐ ☐	Bay 22/ Bay 21 South HRS	LO Reel	
		Gr. Reel	
☐ ☐	Bay 21/ Bay 20 North HRS	LO Reel	
		ATF Reel	
☐ ☐	Bay 21/ Bay 20 South HRS	LO Reel	
		Gr. Reel	

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

II. Hose Reel Sets ("HRSs") (22/37 dispense LO, ATF, and/or Gr.) *(continued)*

1. *(continued)* Inspected hose reel sets for operation/leaks/damage: ( ) reels ( ) hoses ( ) nozzles ( ) retractors/clamps/cables adjusted to proper tension

☐	Bay 20/ Bay 19 North HRS	LO Reel	
☐		ATF Reel	

☐	Bay 20/ Bay 19 South HRS	LO Reel	
☐		Gr. Reel	

☐	Bay 17/ Bay 16 North HRS	LO Reel	
☐		Gr. Reel	

☐	Bay 17/ Bay 16 South HRS	ATF Reel	
☐		LO Reel	

☐	Bay 16/ Bay 15 South HRS	ATF Reel	
☐		LO Reel	

2. Check condition of pumped grease drum (Drum Pumping Room)
   Inspected…
   air-operated pump (including over-run control on discharge) ( ),
   piping ( ),
   valves (including pressure relief valves) ( ),
   and high pressure hose connections ( )
   …for leaks/damage
   Inspected air filter, regulator, and lubricator ( )
   Drained water from separator bowl ( )
   Filled lubricator to proper level ( )
   Pressure set at 40 psi ( )

☐	Pumped grease drum setup	

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

III. Steam Cleaning/Oil-Water Separator ("OWS")

550-gallon single-walled aboveground OWS
750-gallon single-walled aboveground holding tank
130-gallon single-walled aboveground recirculation tank
(2) invert floor drains

1. Inspected invert drains for sludge build-up

☐	North invert drain	
☐	South invert drain	

2. Inspected sludge build-up at sand trap/settling sump

☐	Sand trap/settling sump	

3. Inspected air-operated diaphragm pump sets

☐	OWS/Holding Tank	
☐	Recirculation Tank	

4. Inspected above-ground air and OWS drainage piping, valves, and fittings for operation/leaks/damage

☐	Air	
☐	OWS Drainage	

5. Inspected level float sensor inside of settling sump

☐	Sand trap/settling sump	

6. Inspected oil and sludge level in OWS

☐	Oil	
☐	Sludge	

7. Inspected OWS discharge water

☐	Visual/Odor	

☐	Laboratory Sample Collected (quarterly basis, typically)	

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

III. Steam Cleaning/Oil-Water Separator ("OWS") *(continued)*

8. Inspected OWS status panel

☐	OWS High-High Oil Level & test	
☐	OWS High Oil Level & test	

9. Inspected ( ) air filter ( ) regulator ( ) lubricator
   - Drained water from separator bowl
   - Filled lubricator to proper level
   - Confirmed air pressure set at 30 psi

☐	OWS/Holding Tank	
☐	Recirculation Tank	

10. Inspected exterior of tanks for rust/corrosion/leaks/damage to paint

☐	OWS	
☐	Holding Tank	
☐	Recirculation Tank	

11. Inspected general condition of concrete floor and bay entry berm

☐	Bay 23	Floor	
☐		Berm	

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

IV. General Housekeeping Items:

Drums
Catch Basins
Monitoring Wells
Concrete Integrity
Floor Berms

1. Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

   If (a) and (b) are not met for all drums at building, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	Outdoors in enclosure w/ containment sump (y / n)

1. Condition of nearby catch basins

Catch basin ID	Accumulated storm water with sheen or FFP (y / n)	Grates or oil-retaining baffles clogged with trash or sediment (y / n)	Grate and baffles intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Notes
CB19					
CB22					
CB23					
CB24					

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

IV. General Housekeeping Items *(continued)*

2. Inspected integrity of concrete slabs pavement and joint caulk immediately surrounding building and west-side tanks
   Note if significant petroleum staining present.

☐	Tank slab(Tanks 12-14, OWS, Holding Tank)	

☐	South side of garage	Concrete slab pavement	
☐		Concrete slab joint caulk	

☐	East side of garage	Concrete slab pavement	
☐		Concrete slab joint caulk	

☐	North side of garage	Concrete slab pavement	
☐		Concrete slab joint caulk	

☐	West side of garage	Concrete slab pavement	
☐		Concrete slab joint caulk	

3. Inspected integrity of concrete floor and berms at entrances of bays
   Note if major cracks, significant petroleum staining, or pools of oil/sheen present. Choose “na” for floor berm if no pooled rain or oil present to demonstrate proper function.

☐	Bay # 1	Floor		
☐		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

☐	Bay # 2	Floor		
☐		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

☐	Bay # 3	Floor		
☐		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

☐	Bay # 4	Floor		
☐		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

☐	Bay # 5	Floor		
☐		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

☐	Bay # 6	Floor		
☐		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

IV. General Housekeeping Items *(continued)*

4. *(continued)* Inspected integrity of concrete floor and berms at entrances of bays
   Note if major cracks, significant petroleum staining, or pools of oil/sheen present. Choose "na" for floor berm if no pooled rain or oil present to demonstrate proper function.

☐	Bay # 7	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 8	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 9	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 10	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 11	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 12	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 13	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 14	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 15	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 16	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 17	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 18	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

IV. General Housekeeping Items *(continued)*

4. *(continued)* Inspected integrity of concrete floor and berms at entrances of bays
   Note if major cracks, significant petroleum staining, or pools of oil/sheen present. Choose "na" for floor berm if no pooled rain or oil present to demonstrate proper function.

☐	Bay # 19	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 20	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 21	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 22	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 23	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

Overall Comments, Operation and Inspection Garage:

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Overall Recommendations, Operation and Inspection Garage:

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CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

2. Operation and Inspection Garage (See SPCC Plan, Figures 5a through 5g) *(continued)*

Attach Veeder-Root print-out (tape or staple)

3. Fuel and Cleaning Islands (See SPCC Plan, Figure 6)

I. Aboveground Storage Tank (AST) System:

Tank # 19 – 12,000-gallon double-walled AST [DSL]
Tank # 20 – 12,000-gallon double-walled AST [DSL]
Tank # 21 – 12,000-gallon double-walled AST [DSL]
Tank # 22 – 12,000-gallon double-walled AST [DSL]
Tank # 23 – 12,000-gallon double-walled AST [DSL]
Tank # 24 – 10,000-gallon double-walled triple-compartment AST [Compartment A: ATF, Compartment B: LO, Compartment C: unleaded gasoline, "UNL GAS"]
Tank # 25 – 500-gallon double-walled AST [antifreeze]

1. Removed product from and cleaned inside/outside of direct fill ports, remote fill ports, fill boxes, and pump boxes/pumping units (as applicable), adjusted piping

☐	Tank # 19	
☐	Tank # 20	
☐	Tank # 21	
☐	Tank # 22	
☐	Tank # 23	
☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	
☐	Tank # 24, Comp. C	
☐	Tank # 25	

2. Inspection operation of manual valves in direct fill ports, remote fill ports, fill boxes, and pump boxes/pumping units (as applicable)

☐	Tank # 19	
☐	Tank # 20	
☐	Tank # 21	
☐	Tank # 22	
☐	Tank # 23	
☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	
☐	Tank # 24, Comp. C	
☐	Tank # 25	

3. Inspected all product piping for leaks or damage in…
   - Remote/direct fill boxes ( ) Pump/siphon boxes ( ) Containment (or single-wall) piping outside canopy ( ) All overhead product piping inside building ( ) All valves/fittings under the canopy (connected to dispensers) ( )

☐	Tank # 19	
☐	Tank # 20	
☐	Tank # 21	
☐	Tank # 22	
☐	Tank # 23	
☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	
☐	Tank # 24, Comp. C	
☐	Tank # 25	

3. Fuel and Cleaning Islands (See SPCC Plan, Figure 6)

I. Aboveground Storage Tank (AST) System *(continued)*

4. Inspected…
   - Primary vent piping and cap
   - Emergency vent

☐	Tank # 19	
☐	Tank # 20	
☐	Tank # 21	
☐	Tank # 22	
☐	Tank # 23	
☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	
☐	Tank # 24, Comp. C	
☐	Tank # 25	

5. Checked overfill prevention valve.
   - Note: Annual inspection (testing) in March. See *Annual Inspection Checklist*s and *O&M Detailed Guide to Annual Inspection of Overfill Prevention Valves* for instructions.

☐	Tank # 19	
☐	Tank # 20	
☐	Tank # 21	
☐	Tank # 22	
☐	Tank # 23	
☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	
☐	Tank # 24, Comp. C	
☐	Tank # 25	

6. Inspected dry break fill valve (or tight fill, if applicable – check if crossbar present).

☐	Tank # 19	
☐	Tank # 20	
☐	Tank # 21	
☐	Tank # 22	
☐	Tank # 23	
☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	
☐	Tank # 24, Comp. C	
☐	Tank # 25	

7. Inspected submerged tank pumps (STPs) and vacuum assist

☐	Tank # 19			
☐	Tank # 21			
☐	Tank # 23			
☐	Tank # 24 – Comp. C		☐ vacuum assist	

3. Fuel and Cleaning Islands (See SPCC Plan, Figure 6)

I. Aboveground Storage Tank (AST) System *(continued)*:

8. Visually inspected siphon (balance pipe) system and confirmed tank levels (Tanks 19 – 24: quick-access stick-port adjacent to pump box; Tank 25 – unscrew an access bung & use tank gauge stick).

☐	Tank # 19	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 20	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 21	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 22	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 23	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 24, Comp. A	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 24, Comp. B	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 24, Comp. C	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 25	Level (in.)	Total height, interior of tank (in.)

☐	Tank #s 19/20 siphon	
☐	Tank #s 20/21 siphon	
☐	Tank #s 21/22 siphon	
☐	Tank #s 22/23 siphon	

9. Inspected stairways and catwalk for loose connections or damaged grating.

☐	Tank #s 19/20 stairs	
☐	Tank #s 23/24 stairs	
☐	Tanks # 19 – 24 catwalk	

10. Inspected grounded grid connections at tank and stairs.

☐	Tank # 19	
☐	Tank # 20	
☐	Tank # 21	
☐	Tank # 22	
☐	Tank # 23	
☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	
☐	Tank # 24, Comp. C	
☐	Tank # 25	

☐	Tank #s 19/20 stairs	
☐	Tank #s 23/24 stairs	

3. Fuel and Cleaning Islands (See SPCC Plan, Figure 6) *(continued)*

I. Aboveground Storage Tank (AST) System *(continued)*

11. Inspected exterior of tanks for rust/corrosion/leaks/damage to paint

☐	Tank # 19	
☐	Tank # 20	
☐	Tank # 21	
☐	Tank # 22	
☐	Tank # 23	
☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	
☐	Tank # 24, Comp. C	
☐	Tank # 25	

12. Inspected cap and adapter at tank level probe and tank interstitial sensor

☐	Tank # 19	Level Probe:	Interstitial Sensor:
☐	Tank # 20	Level Probe:	Interstitial Sensor:
☐	Tank # 21	Level Probe:	Interstitial Sensor:
☐	Tank # 22	Level Probe:	Interstitial Sensor:
☐	Tank # 23	Level Probe:	Interstitial Sensor:
☐	Tank # 24, Comp. A	Level Probe:	Interstitial Sensor:
☐	Tank # 24, Comp. B	Level Probe:	
☐	Tank # 24, Comp. C	Level Probe:	
☐	Tank # 25	Level Probe:	Interstitial Sensor:

13. Inspected audible/visual high-level alarm
    - Tested ( ) alarm button ( ) alarm reset button
    - ( ) Flashing strobe light. Replaced bulbs? ( ) yes ( ) no (If yes, how many? _____)

☐	Tank # 19	
☐	Tank # 20	
☐	Tank # 21	
☐	Tank # 22	
☐	Tank # 23	
☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	
☐	Tank # 24, Comp. C	

14. Inspected emergency shut-off switches (E-stops)

☐	Island # 1	
☐	Island # 5	

3. Fuel and Cleaning Islands (See SPCC Plan, Figure 6) *(continued)*

II. Aboveground Storage Tank (AST) System *(continued)*

15. Inspected Gilbarco EMC and Pump Control panels (Attendant's Room)
    - Gilbarco: ( ) attached print-out ( ) control lamps working ( ) no alarm conditions
    - Pump Control: ( ) keys inserted ( ) lights functional ( ) switches functional

☐	Gilbarco EMC	
☐	Pump Control	

16. Inspected air-operated pump, piping, valves, and high pressure hose connections for leaks/damage

☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	
☐	Tank # 25	

17. Inspected air filter, regulator, and lubricator
    ( ) Drained water from separator bowl ( ) Filled lubricator to proper level ( ) Pressure set at 40 psi

☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	
☐	Tank # 25	

3. Fuel and Cleaning Islands (See SPCC Plan, Figure 6) *(continued)*

II. <u>Dispensing Equipment</u>:

Island # 1:
- **EJ Ward Card Reader (# 1)**
- **Diesel Single-Hose Dispenser**
- **North Overhead Hose Reel Set (HRS): Antifreeze (A/F), ATF, LO**

Island # 2:
- **EJ Ward Card Reader (# 2)**
- **Diesel Single-Hose Dispenser**
- **Overhead HRS: A/F/ATF/LO/Compressed Air (AC)**
- **"North" Unleaded Gasoline Single-Hose Dispenser**
- **"South" Unleaded Gasoline Single-Hose Dispenser**

Island # 3:
- **EJ Ward Card Reader (# 3)**
- **Diesel Single-Hose Dispenser**
- **Overhead HRS: A/F/ATF/LO/AC**

Island # 4:
- **EJ Ward Card Reader (# 4)**
- **Diesel Dual-Hose Dispenser (Left-Hand Side Long Hose Nozzle on Island #5)**
- **Overhead HRS: A/F/ATF/LO/AC**

Island # 5:
- **Left-Hand Side Long Hose Nozzle (Connected to Diesel Dual-Hose Dispenser on Island #4)**

1. Inspected diesel pump sequential operation (Pump Control Panels, Attendant's Room)

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser (Dual Hose)	
☐	Tank # 19 STP	
☐	Tank # 21 STP	
☐	Tank # 23 STP	

2. Inspected fuel filters and adapters

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 2 North Unleaded Gasoline Dispenser	
☐	Island # 2 South Unleaded Gasoline Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser (Dual Hose)	

3. Inspected vapor recovery nozzles

☐	Island # 2 North Unleaded Gasoline Dispenser	
☐	Island # 2 South Unleaded Gasoline Dispenser	

3. Fuel and Cleaning Islands (See SPCC Plan, Figure 6) *(continued)*

II. Dispensing Equipment *(continued)*

4. Inspected posi-lock nozzles

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser (Regular Hose)	
☐	Island # 5 Diesel LHS Long Hose	

5. Inspected fuel filters and adapters

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 2 North Unleaded Gasoline Dispenser	
☐	Island # 2 South Unleaded Gasoline Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser	

6. Inspected ( ) hoses ( ) hose fittings ( ) dry break-a-way valves ( ) retractors ( ) support poles

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 2 North Unleaded Gasoline Dispenser	
☐	Island # 2 South Unleaded Gasoline Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser (Regular Hose)	
☐	Island # 5 Diesel LHS Long Hose	

7. Inspected on/off handles: ( ) solenoid switches ( ) relays

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 2 North Unleaded Gasoline Dispenser	
☐	Island # 2 South Unleaded Gasoline Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser	

8. Inspected shear valves for leaks and damage

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 2 North Unleaded Gasoline Dispenser	
☐	Island # 2 South Unleaded Gasoline Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser	

3. Fuel and Cleaning Islands (See SPCC Plan, Figure 6) *(continued)*

II. Dispensing Equipment *(continued)*

9. Inspected hose reel sets for operation/leaks/damage: ( ) reels ( ) hoses ( ) nozzles ( ) retractors/clamps/cables adjusted to proper tension

☐	Island # 1 (North HRS)	LO Reel	
☐		ATF Reel	
☐		A/F Reel	

☐	Island # 2	LO Reel	
☐		ATF Reel	
☐		A/F Reel	

☐	Island # 3	LO Reel	
☐		ATF Reel	
☐		A/F Reel	

☐	Island # 4	LO Reel	
☐		ATF Reel	
☐		A/F Reel	

III. Drainage System

3,000-gallon double-walled aboveground oil-water separator
Lane # 1 trench drain
Lane # 2 trench drain
Lane # 3 trench drain
Lane # 4 trench drain
Lane 1 – 4 entry 3.5" concrete rollover berm
Lane 1 – 4 exit 3.5" concrete rollover berm
Pre-OWS underground sand trap
Pre-OWS underground settling sump

1. Inspected trench drains for sludge build-up

☐	Lane # 1 trench drain	
☐	Lane # 2 trench drain	
☐	Lane # 3 trench drain	
☐	Lane # 4 trench drain	

2. Inspected sludge build-up at sand trap and settling sump

☐	Sand trap	
☐	Settling sump	

3. Fuel and Cleaning Islands (See SPCC Plan, Figure 6) *(continued)*

III. Drainage System *(continued)*

3. Inspected air-operated diaphragm pumps

☐	OWS – north pump	
☐	OWS – south pump	

4. Inspected pump containment box

☐	OWS	

5. Inspected above-ground air and OWS drainage piping, valves, and fittings for operation/leaks/damage

☐	Air	
☐	OWS Drainage	

6. Inspected float switches inside of settling sump

☐	Settling sump	

7. Inspected oil and sludge level in OWS

☐	Oil	
☐	Sludge	

8. Inspected OWS discharge water

☐	Visual/Odor	

☐	Laboratory Sample Collected (semi-annual basis)	

9. Inspected OWS pump control/alarm panel buttons

☐	Power On	
☐	OWS High-High Oil Level & test	
☐	OWS Liquid Leak & test	
☐	Sump High Water Level & test	
☐	Pump Chamber Liquid Leak & test	
☐	OWS High Oil Level & test	
☐	Pump alternating switch	
☐	System Reset	
☐	Silence	

3. Fuel and Cleaning Islands (See SPCC Plan, Figure 6) *(continued)*

III. Drainage System *(continued)*

10. Inspected ( ) air filter ( ) regulator ( ) lubricator
    - Drained water from separator bowl
    - Filled lubricator to proper level
    - Confirmed air pressure set at 30 psi

☐ OWS air control panel	

11. Inspected exterior of tanks for rust/corrosion/leaks/damage to paint

☐ Fuel & Cleaning OWS	

IV. General Housekeeping Items

Drums
Catch Basins
Monitoring Wells
Concrete Integrity

1. Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

If (a) and (b) are not met for all drums at building, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	Outdoors in enclosure w/ containment sump (y / n)

1. Condition of nearby catch basins

Catch basin ID	Accumulated storm water with sheen or FFP (y / n)	Grates or oil-retaining baffles clogged with trash or sediment (y / n)	Grate and baffles intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Notes
CB19					
CB20					

3. Fuel and Cleaning Islands (See SPCC Plan, Figure 6) *(continued)*

IV. General Housekeeping Items *(continued)*

2. Condition of nearby monitoring wells

Monitoring Well ID	Manway assembly and cover intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Lower new disposable bailer into well and withdraw groundwater		Notes
			Odor (e.g., none, petro.)	Appearance (i.e., clear, sheen, FFP) (if FFP, list inches)	
MW-1-FC					
MW-2-FC					
MW-3-FC					
MW-4-FC					

3. Inspected integrity of concrete slabs, concrete pavement, and joint caulk in and around building
   Note if significant petroleum staining present.

☐	Tank # 19 – 24 slab	
☐	Tank # 25 slab	
☐	OWS supports	
☐	Entry rollover berm	
☐	Exit rollover berm	
☐	Island # 1 curb	
☐	Island # 2 curb	
☐	Island # 3 curb	
☐	Island # 4 curb	
☐	Island # 5 curb	
☐	Lane # 1 floor	
☐	Lane # 2 floor	
☐	Lane # 3 floor	
☐	Lane # 4 floor	

☐	South side of canopy/tanks	Concrete slab pavement	
☐		Concrete slab joint caulk	

☐	East side of canopy/tanks	Concrete slab pavement	
☐		Concrete slab joint caulk	

☐	North side of canopy/tanks	Concrete slab pavement	
☐		Concrete slab joint caulk	

☐	West side of canopy/tanks	Concrete slab pavement	
☐		Concrete slab joint caulk	

3. Fuel and Cleaning Islands (See SPCC Plan, Figure 6) *(continued)*

Overall Comments, Fuel and Cleaning Islands:

Overall Recommendations, Fuel and Cleaning Islands:

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

Gilbarco EMC print-out *(staple or tape below)*

4. Bus Wash Building (See SPCC Plan, Figure 7)

I. Drainage System

700-gallon double-walled aboveground oil-water separator
Trench drain system
Exit concrete rollover berm
Pre-OWS underground sand trap
Pre-OWS underground settling sump

1. Inspected trench drain system for sludge build-up

☐	North lateral trench drain	
☐	Central lateral trench drain	
☐	South lateral trench drain	
☐	Vertical trench drain	

2. Inspected sludge build-up at sand trap and settling sump

☐	Sand trap	
☐	Settling sump	

3. Inspected air-operated diaphragm pumps

☐	OWS – north pump	
☐	OWS – south pump	

4. Inspected pump containment box

☐	OWS	

5. Inspected above-ground air and OWS drainage piping, valves, and fittings for operation/leaks/damage

☐	Air	
☐	OWS Drainage	

6. Inspected float switches inside of settling sump

☐	Settling sump	

7. Inspected oil and sludge level in OWS

☐	Oil	
☐	Sludge	

4. Bus Wash Building (See SPCC Plan, Figure 7) *(continued)*

I. Drainage System *(continued)*

8. Inspected OWS discharge water

☐	Visual/Odor	
☐	Laboratory Sample Collected (semi-annual basis)	

9. Inspected OWS pump control/alarm panel buttons

☐	Power On	
☐	OWS High-High Oil Level & test	
☐	OWS Liquid Leak & test	
☐	Sump High Water Level & test	
☐	Pump Chamber Liquid Leak & test	
☐	OWS High Oil Level & test	
☐	Pump alternating switch	
☐	System Reset	
☐	Silence	

10. Inspected ( ) air filter ( ) regulator ( ) lubricator
    - Drained water from separator bowl
    - Filled lubricator to proper level
    - Confirmed air pressure set at 30 psi

☐	OWS air control panel	

11. Inspected exterior of tanks for rust/corrosion/leaks/damage to paint

☐	Bus Wash OWS	

4. Bus Wash Building (See SPCC Plan, Figure 7) *(continued)*

II. General Housekeeping Items
Drums
Concrete Integrity

1. Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

   If (a) and (b) are not met for all drums at building, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	Outdoors in enclosure w/ containment sump (y / n)

2. Inspected integrity of concrete slabs, concrete pavement, and joint caulk in and around building
   Note if significant petroleum staining present.

☐	Building floors	
☐	Exit rollover berm	

☐	South side of building	Concrete slab pavement	
☐		Concrete slab joint caulk	

☐	East side of building	Concrete slab pavement	
☐		Concrete slab joint caulk	

4. Bus Wash Building (See SPCC Plan, Figure 7) *(continued)*

II. General Housekeeping Items *(continued)*

2. *(continued)* Inspected integrity of concrete slabs, concrete pavement, and joint caulk in and around building.
   Note if significant petroleum staining present.

☐	West side of building	Concrete slab pavement	
☐		Concrete slab joint caulk	

☐	North side of building	Concrete block facility wall/building wall	
☐		Wall/building/sidewalk joints	
☐		Doors locked? (y/n)	

Overall Comments, Bus Wash Building:

Overall Recommendations, Bus Wash Building:

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

5. Transportation Building (See SPCC Plan, Figures 8a, 8b)

I.a. <u>Aboveground Storage Tank (AST) System - General</u>:

Tank # 26 – 500-gallon double-walled AST [DSL] (emergency generator supply tank)

Tank # 27 – 15-gallon single-walled AST [DSL] (emergency generator day tank)

1. Removed product from and cleaned inside/outside of direct fill ports, fill boxes, and pump boxes/pumping units (as applicable), adjusted piping

☐	Tank # 26	
☐	Tank # 27	

2. Inspection operation of manual valves in direct fill ports, fill boxes, and pump boxes/pumping units (as applicable)

☐	Tank # 26	
☐	Tank # 27	

3. Inspected all product piping, fittings, and valves for leaks or damage in…
   - direct fill ports/ pump boxes (as applicable)
   - Above-ground containment piping, supply tank <–> day tank & day tank <-> generator
   - All overhead product piping inside building (connected to hose reel sets)

☐	Supply/return piping, Supply Tank – Day Tank	
☐	Supply/return piping, Day Tank – Generator	
☐	Direct fill/ pump boxes/pumping units, Tank # 26	
☐	Direct fill/ pump boxes/pumping units, Tank # 27	

4. Inspected vent piping and cap

☐	Tank # 26	Primary vent
☐		Secondary vent
☐		Emergency vent
☐	Tank # 27	Primary vent

5. Inspected tight fill (also check if crossbar present).

☐	Tank # 26	

6. Inspected pumping units.

☐	Tank # 27	
☐	Generator engine injector pump	

5. Transportation Building (See SPCC Plan, Figures 8a, 8b) *(continued)*

I.a. Aboveground Storage Tank (AST) System *(continued)*

7. Confirmed tank levels (no gauge/Veeder Root: use tank gauge stick & a primary access bung)

☐	Tank # 26	(from Veeder Root)	(level gauge)
☐	Tank # 27	(Kruger)	

8. Inspected interstitial for leaks (no gauge/Veeder Root: use tank gauge stick & a secondary access bung)

☐	Tank # 26	(alarm condition on Veeder Root? y/n)

9. Inspected stairways and catwalk for loose connections or damaged grating.

☐	Tank # 26 – stairs	
☐	Tank # 26 – ladder	

10. Inspected grounded grid connections at tank and stairs.

☐	Tank # 26	
☐	Tank # 27	

11. Inspected exterior of tank for rust/corrosion/leaks/damage to paint.

☐	Tank # 26	
☐	Tank # 27	

12. Inspected cap and adapter at tank level probe and interstitial sensor.

☐	Tank # 26	Level	Interstitial

13. Inspected audible/visual high-level alarms
    - Tested ( ) alarm button ( ) alarm reset button
    - ( ) Flashing strobe light. Replaced bulbs? ( ) yes ( ) no (If yes, how many? _____)

☐	Tank # 26	

14. Inspected Veeder Root Console
    ( ) attached print-out ( ) control lamps working ( ) no alarm conditions

☐	Veeder-Root	

5. Transportation Building (See SPCC Plan, Figures 8a, 8b) *(continued)*

I.b. Aboveground Storage Tanks ("ASTs")– Specific

1. Inspected control panel & associated E-stop

☐	Emergency Generator engine control panel	

2. Inspected float switch

☐	Tank # 27	

3. Removed control panel cover and cleaned inside

☐	Tank # 27	

4. Tested control panel/alarms for proper operation

☐	Tank # 27	

5. Checked condition of solenoid valve

☐	Tank # 27	

6. Inspected fuel lines (e.g., flex hose, connections/fittings/injector bank) & oil sump for damage/leaks

☐	Emergency Generator engine	

II. General Housekeeping Items

Drums
Catch Basins
Concrete Integrity

1. Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

   If (a) and (b) are not met for all drums at building, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	Outdoors in enclosure w/ containment sump (y / n)

5. Transportation Building (See SPCC Plan, Figures 8a, 8b) *(continued)*

II. General Housekeeping Items *(continued)*

2. Condition of nearby catch basins

Catch basin ID	Accumulated storm water with sheen or FFP (y / n)	Grates or oil-retaining baffles clogged with trash or sediment (y / n)	Grate and baffles intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Notes
CB8					

3. Inspected integrity of concrete slabs, tank support concrete pavement, and joint caulk in and around building
   Note if significant petroleum staining present.

☐	Tank # 26 slab	
☐	Asphalt pavement surrounding Tank # 26	
☐	Tank # 27 supports/mounts	
☐	Concrete pavement (west of building)	
☐	Concrete block wall & joint caulk (north)	
☐	Concrete block wall & joint caulk (west)	

Overall Comments, Transportation Building:

Overall Recommendations, Transportation Building:

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

5. Transportation Building (See SPCC Plan, Figures 8a, 8b) *(continued)*

Veeder-Root print-out ***(staple or tape below)***

6. Administration Building (See SPCC Plan, Figures 9a, 9b)

I. Aboveground Storage Tank (AST) System :

Tank # 28 – 200-gallon double-walled AST [DSL] (emergency generator sub-base)

1. Removed product from and cleaned inside/outside of remote fill port

☐ Tank # 28	

2. Inspected all product piping, fittings, and valves for leaks or damage

☐ fill line	
☐ vent line & cap	
☐ supply/return fuel lines/fittings, sub-base <-> injector bank	

3. Confirmed tank levels & checked connection to engine control panel

☐ Tank # 28	(mechanical gauge)

4. Inspected exterior of tank for rust/corrosion/leaks/damage to paint.

☐ Tank # 28	
☐ Generator engine oil sump	

5. Inspected control panel & associated E-stop

☐ Emergency Generator engine control panel	

II. General Housekeeping Items

Drums
Catch Basins
Concrete Integrity
Concrete Integrity

1. Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

   If (a) and (b) are not met for all drums at building, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	Outdoors in enclosure w/ containment sump (y / n)

6. Administration Building (See SPCC Plan, Figures 9a, 9b) *(continued)*

II. General Housekeeping Items *(continued)*

1. Condition of nearby catch basins

Catch basin ID	Accumulated storm water with sheen or FFP (y / n)	Grates or oil-retaining baffles clogged with trash or sediment (y / n)	Grate and baffles intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Notes
Floor drain near west compressor					

2. Inspected integrity of concrete slabs, tank supports, concrete pavement, and joint caulk in and around building.
   Note if significant petroleum staining present.

☐	Concrete floor, Electrical Room	
☐	Concrete apron under remote fill port	
☐	Concrete block wall & wall/floor joint (north)	
☐	Concrete block wall & wall/floor joint (east)	
☐	Concrete block wall & wall/floor joint (west)	
☐	Concrete block wall & wall/floor joint (south)	

Overall Comments, Administration Building:

Overall Recommendations, Administration Building:

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

7. Facilities Maintenance Division Area (See SPCC Plan, Figure 10)

I. General Housekeeping Items

Drums
Catch Basins
Concrete Integrity
Concrete Integrity

1. Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

If (a) and (b) are not met for all drums at building, list information below.

NORTH DRUM LOCKER		
# Drums	**Contents**	**Integrity (e.g.,OK, rusted, leaking, punctured)**
Inspected exterior of drum locker for rust/ corrosion/ leaks/ damage to paint	☐	

SOUTH DRUM LOCKER		
# Drums	**Contents**	**Integrity (e.g.,OK, rusted, leaking, punctured)**
Inspected exterior of drum locker for rust/ corrosion/ leaks/ damage to paint	☐	

7. Facilities Maintenance Division Area (See SPCC Plan, Figure 10) *(continued)*

I. General Housekeeping Items *(continued)*

1. *(continued)* Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

If (a) and (b) are not met for all drums at building, list information below.

CENTRAL PARTS STORAGE/MATERIALS MANAGEMENT DIVISION WAREHOUSE (LOADING DOCK)				
# Drums	**Contents**	**Integrity (e.g.,OK, rusted, leaking, punctured)**	**Under roof (y / n)**	**On spill pallet (y / n)**

LIGHT VEHICLE REPAIR BUILDING/STORAGE BUILDING				
# Drums	**Contents**	**Integrity (e.g.,OK, rusted, leaking, punctured)**	**Under roof (y / n)**	**On spill pallet (y / n)**

MAINTENANCE RADIO SHOP/BUS STOP MAINTENANCE/STORAGE BUILDING				
# Drums	**Contents**	**Integrity (e.g.,OK, rusted, leaking, punctured)**	**Under roof (y / n)**	**On spill pallet (y / n)**

FACILITIES MAINTENANCE STOCKROOM				
# Drums	**Contents**	**Integrity (e.g.,OK, rusted, leaking, punctured)**	**Under roof (y / n)**	**On spill pallet (y / n)**

7. Facilities Maintenance Division Area (See SPCC Plan, Figure 10) *(continued)*

I. General Housekeeping Items *(continued)*

1. Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

   If (a) and (b) are not met for all drums at building, list information below.

Drums in any other area					
# Drums	**Contents**	**Describe location**	**Integrity (e.g.,OK, rusted, leaking, punctured)**	**Under roof (y / n)**	**On spill pallet or in enclosure/locker (y / n)**

3. Condition of nearby catch basins

Catch basin ID	Accumulated storm water with sheen or FFP (y / n)	Grates or oil-retaining baffles clogged with trash or sediment (y / n)	Grate and baffles intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Notes
CB18					
CB16					
CB17					
Circular storm drain SW of CB17					
CB15					
Storm drain, south of Central Parts Storage loading dock					
CB26					

7. Facilities Maintenance Division Area (See SPCC Plan, Figure 10) *(continued)*

I. General Housekeeping Items *(continued)*

4. Inspected integrity of concrete slabs, concrete pavement, and joint caulk in and around buildings
   Note if significant petroleum staining present.

☐	Central Parts Storage (Materials Management Division Warehouse) - Loading Dock	Wall/floor joints	
☐		Floors	
☐		Pavement surrounding building	

☐	Central Parts Storage (Materials Management Division Warehouse) – Raised Slab/Ramps North side of Building	Slab integrity	
☐		Ramp integrity	
☐		Pavement surrounding slab/ramp	

☐	Light Vehicle Repair Building	Wall/floor joints	
☐		Floors	
☐		Pavement surrounding building	

Overall Comments, Facilities Maintenance Division Area:

Overall Recommendations, Facilities Maintenance Division Area:

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

CHEROKEE ENTERPRISES, INC.

Operation and Maintenance (O&M) Inspection Checklists – *Annual*

Miami-Dade Transit
Central Bus Maintenance Facility

_____

(year)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Major Overhaul Garage West-Side Tanks Tank No. 1 (2,000G DSL)	**Yes**	**No**	**Comments**
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			
Supply/return containment piping low-point liquid level sensor			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Major Overhaul Garage West-Side Tanks Tank No. 2 (2,000G ATF)	**Yes**	**No**	**Comments**
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			
Containment piping low-point liquid level sensor			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Major Overhaul Garage West-Side Tanks Tank No. 3 (2,000G LO)	**Yes**	**No**	**Comments**
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			
Containment piping low-point liquid level sensor			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Major Overhaul Garage Fire Pump House Tank No. 4 (110G DSL)	Yes	No	Comments
Level gauge (Kruger Sentry)			
Fire pump control panel – engine on/off switchgear			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Major Overhaul Garage Emergency Generator Tank No. 5 (500G DSL)	Yes	No	Comments
Generator control panel – engine on/off switchgear			
Integrity Test*			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

**As the tank is single-walled and not secondarily contained, regular inspection combined with annual integrity testing may satisfy the environmental equivalence and impracticability determinations as allowed for by 40 CFR 112.7(d). If the tank is placed out-of-service, replaced with a double-walled tank, or placed inside a proper secondary containment, then the requirement for integrity testing can be withdrawn.*

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Major Overhaul Garage Fuel Cart Tank No. 6 (110G DSL)	Yes	No	Comments
Integrity Test*			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

**As the tank is single-walled and not secondarily contained, regular inspection combined with annual integrity testing may satisfy the environmental equivalence and impracticability determinations as allowed for by 40 CFR 112.7(d). If the tank is placed out-of-service, replaced with a double-walled tank, or placed inside a proper secondary containment, then the requirement for integrity testing can be withdrawn.*

Additional notes (Attach test results/certifications here or to back)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Major Overhaul Garage Steam Cleaning Tank No. 7 (150G DSL)	Yes	No	Comments
Pumping unit on/off switchgear			
Float switch/solenoid valve			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Major Overhaul Garage Steam Cleaning Tank No. 8 (500G WO)	Yes	No	Comments
Mechanical level gauge			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Major Overhaul Garage General	Yes	No	Comments
Veeder-Root TLS-350 panel			
Steam Cleaning OWS: high- & high-high oil compartment alarms, sump float switch & solenoid valve in-line w/ air line to diaphragm pump set			

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

O & I Garage Hydraulic Lift System Tank No. 9 (150G HYO)	Yes	No	Comments
Integrity test*			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

**As the tank is single-walled and not secondarily contained, regular inspection combined with annual integrity testing may satisfy the environmental equivalence and impracticability determinations as allowed for by 40 CFR 112.7(d). If the tank is placed out-of-service, replaced with a double-walled tank, or placed inside a proper secondary containment, then the requirement for integrity testing can be withdrawn.*

Additional notes (Attach test results/certifications here or to back)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

O & I Garage Hydraulic Lift System Tank No. 10 (250G HYO)	Yes	No	Comments
Integrity test*			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

**As the tank is single-walled and not secondarily contained, regular inspection combined with annual integrity testing may satisfy the environmental equivalence and impracticability determinations as allowed for by 40 CFR 112.7(d). If the tank is placed out-of-service, replaced with a double-walled tank, or placed inside a proper secondary containment, then the requirement for integrity testing can be withdrawn.*

Additional notes (Attach test results/certifications here or to back)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

O & I Garage Hydraulic Lift System Tank No. 11 (150G HYO)	Yes	No	Comments
Integrity test*			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

**As the tank is single-walled and not secondarily contained, regular inspection combined with annual integrity testing may satisfy the environmental equivalence and impracticability determinations as allowed for by 40 CFR 112.7(d). If the tank is placed out-of-service, replaced with a double-walled tank, or placed inside a proper secondary containment, then the requirement for integrity testing can be withdrawn.*

Additional notes (Attach test results/certifications here or to back)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

O & I Garage West-Side Tanks Tank No. 12 (500G DSL)	Yes	No	Comments
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			
Supply/return containment piping low-point liquid level sensor			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

O & I Garage West-Side Tanks Tank No. 13 (5,000G LO)	Yes	No	Comments
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			
Containment piping low-point liquid level sensor			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

O & I Garage West-Side Tanks Tank No. 13 (5,000G LO)	**Yes**	**No**	**Comments**
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			
Containment piping low-point liquid level sensor			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

O & I Garage West-Side Tanks Tank No. 14 (5,000G ATF)	Yes	No	Comments
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			
Containment piping low-point liquid level sensor			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

O & I Garage Steam Cleaning Tank No. 15 (500G WO)	Yes	No	Comments
Mechanical level gauge			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

O & I Garage Emergency Generator System Tank No. 16 (25G DSL)	Yes	No	Comments
Pumping unit on/off switchgear			
Float switch/solenoid valve			
Level gauge (Kruger Sentry)			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

O & I Garage Emergency Generator System Tank No. 17 (25G DSL)	Yes	No	Comments
Pumping unit on/off switchgear			
Float switch/solenoid valve			
Interstitial leak alarm/sensor			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

O & I Garage Fuel Cart Tank No. 18 (110G DSL)	Yes	No	Comments
Integrity Test*			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

**As the tank is single-walled and not secondarily contained, regular inspection combined with annual integrity testing may satisfy the environmental equivalence and impracticability determinations as allowed for by 40 CFR 112.7(d). If the tank is placed out-of-service, replaced with a double-walled tank, or placed inside a proper secondary containment, then the requirement for integrity testing can be withdrawn.*

Additional notes (Attach test results/certifications here or to back)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

O & I Garage General	Yes	No	Comments
Veeder-Root panel			
Steam Cleaning OWS: high- & high-high oil compartment alarms, sump float switch & solenoid valve in-line w/ air line to diaphragm pump set			
Emergency generator engine control panel on/off switchgear			

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands **Tank No. 19 (12,000G DSL)**	**Yes**	**No**	**Comments**
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands **Tank No. 20 (12,000G DSL)**	**Yes**	**No**	**Comments**
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands **Tank No. 21 (12,000G DSL)**	**Yes**	**No**	**Comments**
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands **Tank No. 22 (12,000G DSL)**	**Yes**	**No**	**Comments**
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands **Tank No. 23 (12,000G DSL)**	**Yes**	**No**	**Comments**
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands **Tank No. 24** **Compartment A: 2,000G ATF** **Compartment B: 2,000G LO** **Compartment C: 6,000G UNL GAS**	**Yes**	**No**	**Comments**
Compartment A high-level audible/visual alarm			
Compartment B high-level audible/visual alarm			
Compartment C high-level audible/visual alarm			
Compartment A overfill prevention valve (see attached guide for general instructions)			
Compartment B overfill prevention valve (see attached guide for general instructions)			
Compartment C overfill prevention valve (see attached guide for general instructions)			
Compartment A level probe			
Compartment B level probe			
Compartment C level probe			
Compartment A interstitial sensor (tank)			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands **Tank No. 25** **(500G A/F)**	**Yes**	**No**	**Comments**
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor (tank)			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands **General**	**Yes**	**No**	**Comments**
Diesel supply/return containment piping low-point liquid level sensor			
ATF containment piping low-point liquid level sensor			
LO containment piping low-point liquid level sensor			
Unl. gas supply containment piping low-point liquid level sensor			
Gilbarco EMC Panel			
Sequential pump control panel (STPs of Tank #s 19/21/23)			
Island # 1 emergency cut-off switch			
Island # 5 emergency cut-off switch			
Island # 1 EJ Ward Card Reader			
Island # 2 EJ Ward Card Reader			
Island # 3 EJ Ward Card Reader			
Island # 4 EJ Ward Card Reader			
F & C OWS: high- & high-high oil compartment alarms, sump float switch & solenoid valve in-line w/ air line to diaphragm pump set			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

_____
_____
_____

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Bus Wash Building **OWS**	**Yes**	**No**	**Comments**
Bus Wash OWS: high- & high-high oil compartment alarms, sump float switch & solenoid valve in-line w/ air line to diaphragm pump set			

Additional notes (Attach test results/certifications here or to back)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Transportation Building Emergency Generator System Tank No. 26 (500G DSL.)	**Yes**	**No**	**Comments**
High-level audible/visual alarm			
Mechanical level gauge			
Level probe			
Interstitial sensor (tank)			
Veeder Root panel			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Transportation Building Emergency Generator System Tank No. 27 (15G DSL)	Yes	No	Comments
Pumping unit on/off switchgear			
Float switch/solenoid valve			
Level gauge (Kruger Sentry)			
Generator control panel engine on/off switchgear			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Transportation Building Emergency Generator System Tank No. 28 (200G DSL)	**Yes**	**No**	**Comments**
Primary tank integrity (pressure test, specifications by Pryco)			
Generator control panel engine on/off switchgear			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

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CHEROKEE ENTERPRISES, INC.

Operation and Maintenance (O&M) Detailed Guide to Annual Inspection of Overfill Prevention Valves

Miami-Dade Transit

Generic Overfill Prevention Valve Inspection Guide

Site (Circle one) WLC MMF NEB CEN CRW

Tank ID # (from SPCC maps/ checklists) _____ **Size (gal)** _____

AST / UST (circle one)

D/W / S/W (circle one)

Contents (check one)

DSL ☐
ATF ☐
LO ☐
GR ☐
UNL GAS ☐
WO ☐
A/F ☐
HYO ☐

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HYO = Hydraulic Oil

Technician Name: _____
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Task Description (Checkmark when complete)

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2. Clamp Drop Tube horizontally on pipe vice and inspected float and linkage. ☐
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4. Reassembled all components. ☐
5. Measure height of tank, and also measure the distance from top of nipple to bottom of float when float was in up position. (Referred to Sketch-1, how to measure tank and overfill valve.) ☐
6. Carefully reinstall overfill valve in tank using Soft Teflon Dope. ☐

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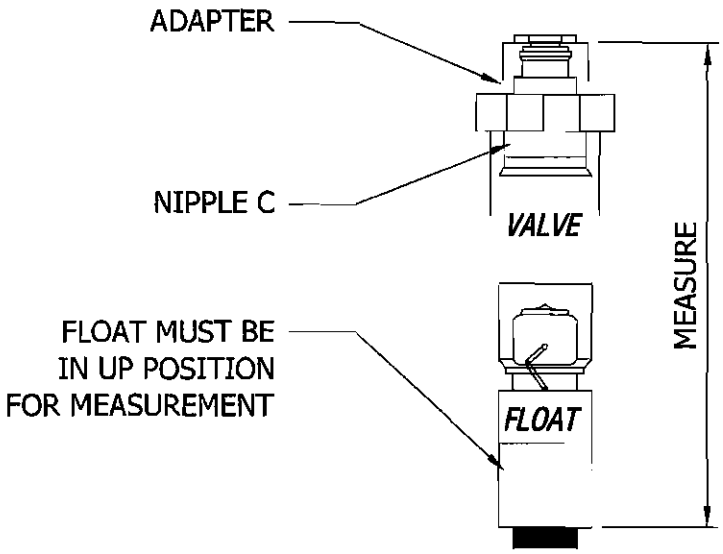
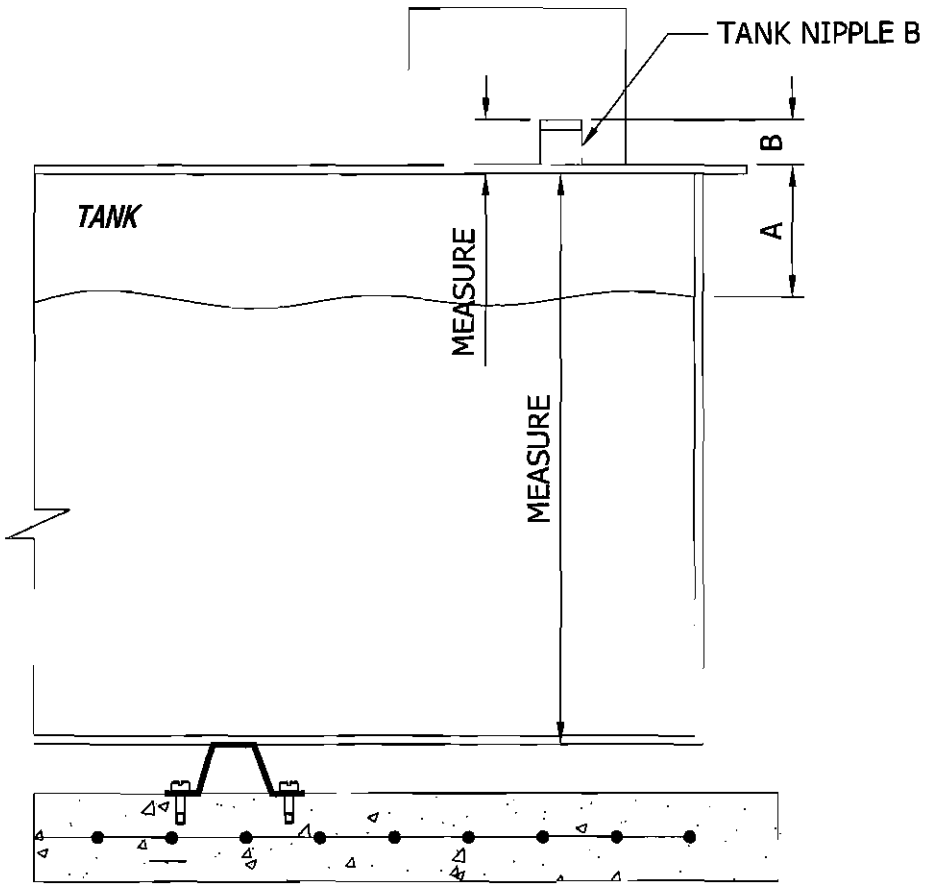
CHEROKEE ENTERPRISES, INC.
Engineers & Contractors
14474 Commerce Way
Miami Lakes, Florida 33016; (305)-828-3358

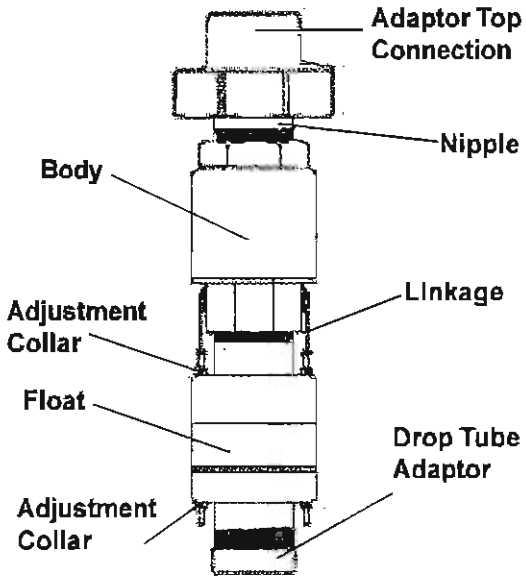




1. Measure tank nipple as shown _____
2. Measure tank height as shown _____
3. Measure Overfill Valve with
   float in up position as shown _____

Sketch-1

9095A 3" AST Overfill Prevention Valve



Description

The 9095A AST Overfill Prevention Valve is installed at the fill port of a top loading aboveground storage tank. Used in a tight fill application, the valve terminates flow of product when the liquid level reaches a pre-set warning level (90-95% full). The valve is installed through a 6" riser pipe or 6" bunghole when used with the tight fill adaptor. When installed to manufacturers requirements, the Morrison Fig. 9095A Overfill Prevention Valve can eliminate environmentally hazardous spills.

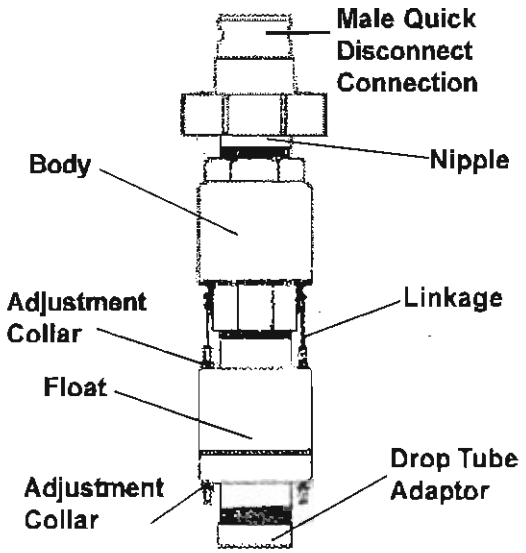
This valve complies with the following codes:

NFPA 30, 30A, UFC, BOCA, SBCCI/SFC, and PEI RP2000

	CONNECTION	
	Adaptor Top-Female	Adaptor Bottom-Female
9095A-3300 AV	3"- 8 NPT	6"- 8 NPT
9095A-AV3300 AV	3"- 8 NPT	6"- 8 NPT

Product Warnings and Cautions

- **Read all warnings, cautions, and instructions completely before installation.**
- Minimum flow requirements for valve operation: 5 GPM inlet flow at 5 PSI inlet pressure.
- Maximum rating of valve is 300 GPM at 100 PSI.
- Maximum allowable viscosity is 60 centistokes.
- A tight fill is required for the valve to operate. Do not substitute any other fill adaptors for the special adaptor supplied.
- The valve should be properly inspected before installation to insure the unit was not damaged during the delivery process.
- Use caution during installation to protect float devices and their linkage. Damage to these parts may cause the valve to function improperly.
- The valve must be used with clean product. Debris from products such as contaminated waste oil may cause the valve to function improperly.
- Consult Morrison Brothers Co. for product compatibility with the valve.
- ***Failure to follow any or all of the above warnings may render the valve nonfunctional and could result in a hazardous product spill, which may result in personal injury, property damage, fire, explosion, or environmental contamination.***



	CONNECTION	
	Male Quick Disconnect	Adaptor Bottom-Female
9095A-0300 AV	3"	6"- 8 NPT
9095A-AV0300 AV	3"	6"- 8 NPT

Filling Procedure

1) Make sure the fill nozzle is equipped with the appropriate coupler to form a secure connection with the tight fill adaptor.
2) Attach the nozzle to the tight fill adaptor making sure the connection is secure.
3) Switch on the pumping system.
4) Open the fill nozzle and begin product transfer.
5) Continually monitor the liquid level measurement device during the fill.
6) Watch for a slight movement of the fill hose or listen for pump bypass activation which indicates overfill shut-off.

Overfill Disconnect Procedure

1) Once shut-off has occurred, close the fill nozzle immediately.
2) Turn off the pumping system.
3) Slowly release one arm of the quick coupler. This will allow product between nozzle and valve to drain, (wait a minimum of (1) minute for product to drain).
4) Completely uncouple and remove the nozzle after the line has drained.

Warning: Attempting to disconnect the coupler from the tight fill adaptor with pressure in the hose will result in a product spill.

Morrison Bros. Co.
325 East 24th Street
Dubuque, IA 52001

MEMBER PEI

Tel:(800)553-4840
Fax:(563)583-5028
www.morbros.com

3" 9095A INSTALLATION INSTRUCTIONS

1. Attach warning tag at fill point, with supplied cable tie, in location visible to operator.

2. Remove the valve from the box and remove all packaging material. Check the valve for any shipping damage. Remove the adaptor and nipple from the valve. Check for freedom of plunger movement by securing float, turning unit upside-down, and looking through the body opening at the plunger. The plunger should slide freely to contact the seal surface of the body and drop back down into the dashpot when turned to the upright position. Set the valve upright and move the floats up and down to insure there is no binding of the parts.

3. Determine the ***SHUTOFF HEIGHT*** Ⓐ at 90 or 95% full. (See Fig. 1 below & Mfg. tank ullage chart).

4. Find the ***SHUTOFF HEIGHT*** Ⓐ in table 1. Use Table 1 to determine ***RISER PIPE HEIGHT FROM TOP OF THE TANK*** Ⓑ and proper ***NIPPLE LENGTH*** Ⓒ (for applicable stored fluid) required to adapt the unit to your application. Note: A 4" long nipple is provided with the valve.

5. If your existing riser pipe height is different from the ***RISER PIPE HEIGHT*** Ⓑ required, see step 6. If the ***RISER PIPE HEIGHT*** Ⓑ is applicable to your tank configuration then go to step 7. **IMPORTANT: THE TANK MUST HAVE A RISER PIPE WITH 6"-8 NPT MALE THREADS TO FIT THE TIGHT FILL ADAPTOR.**

6. Two rules apply when adjusting the riser pipe height; 1) the ***RISER PIPE HEIGHT*** Ⓑ must not be less than 3 inches and, 2) the ***NIPPLE LENGTH*** Ⓒ must not be less than 3 inches. For every 1 inch adjustment to the ***RISER PIPE HEIGHT*** Ⓑ, the ***NIPPLE LENGTH*** Ⓒ must be adjusted 1 inch in the same direction. See example and proceed to step 7.

   EXAMPLE: You are installing this overfill prevention valve (with tight fill adaptor) on a gasoline storage tank and you determine your ***SHUTOFF HEIGHT*** Ⓐ to be 7 inches. According to Table 1, a ***SHUTOFF HEIGHT*** Ⓐ of 7 inches requires a ***RISER PIPE HEIGHT*** Ⓑ of 8 inches and a 4 inch long ***NIPPLE*** Ⓒ, (provided). If your tank has a 10 inch ***RISER PIPE HEIGHT*** Ⓑ, (instead of 8 inches), you need to add 2 more inches to the required ***NIPPLE LENGTH*** Ⓒ in order to maintain the proper shutoff height.

7. *Use care with floats and linkage during installation.* Apply a non-hardening gasoline resistant sealant *sparingly* to all male threads. Attach the drop tube to the bottom of the valve. Assemble piping and install valve in the tank to distance determined in steps above.

Caution: Excessive use of thread sealant may cause the valve to function improperly, application of thread sealant should be to male threaded members of the system only (to reduce the possibility of sealant being forced inside the system).

FIGURE 1

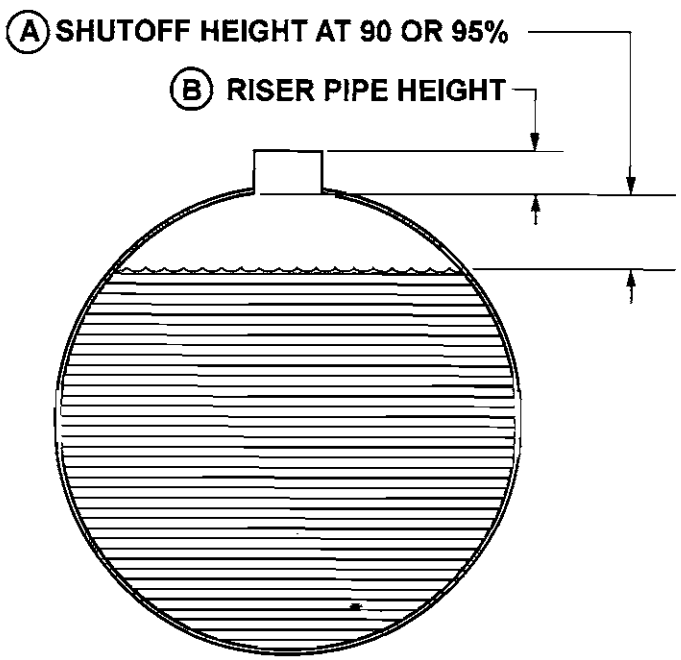


TABLE 1

Ⓐ Shutoff Height	Ⓑ Riser Pipe Height		Ⓒ Nipple Length	
Note: All lengths are inches.	Gasoline	Diesel	Gasoline	Diesel
2"	13"	13.25"	4"	4"
3"	12"	12.25"	4"	4"
4"	11"	11.25"	4"	4"
5"	10"	10.25"	4"	4"
6"	9"	9.25"	4"	4"
7"	8"	8.25"	4"	4"
8"	6"	6.25"	3"	3"
9"	5"	5.25"	3"	3"
10"	5"	5.25"	4"	4"
11"	3"	3.25"	3"	3"
12"	3"	3.25"	4"	4"
13"	3"	3.25"	5"	5"
14"	3"	3.25"	6"	6"
15"	3"	3.25"	7"	7"
16"	3"	3.25"	8"	8"
17"	3"	3.25"	9"	9"
18"	3"	3.25"	10"	10"
19"	3"	3.25"	11"	11"
20"	3"	3.25"	12"	12"
21"	3"	3.25"	13"	13"
22"	3"	3.25"	14"	14"
23"	3"	3.25"	15"	15"
24"	3"	3.25"	16"	16"
25"	3"	3.25"	17"	17"

Appendix E

Photographic Log

APPENDIX E

PHOTOGRAPHIC LOG

Client Name:	**Site Location:**	**Project No.**
Miami-Dade Transit	Central Bus Maintenance Facility	70238

Photo No. 1

Location:
Fuel & Cleaning Islands

Description:

For compliance with the general secondary containment and countermeasure requirements of 40 CFR 112.7(c), it is recommended this area where fuel and auto fluid vendor trucks unload to be surrounded by berms and have a spill response kit nearby to more easily respond to and control a major spill during transfer operations.

Photo No. 2

Location:
Administration Building, northeast corner

Description:

Arrow indicates remote fill port for Tank # 28 (emergency generator sub-base tank). It was unlocked and contained trash at time of inspection. For SPCC compliance it is recommended this port be locked, and quick-response remote level sensing be added. Also, to satisfy 112.7(c), the area where a fuel truck would park and stretch its hose during generator refueling should be paved, guttered or bermed away from nearby drains, and have a spill response kit nearby.

APPENDIX E

PHOTOGRAPHIC LOG

Client Name:	**Site Location:**	**Project No.**
Miami-Dade Transit	Central Bus Maintenance Facility	70238

Photo No. 3

Location:

Administration Building

Description:

Tank # 28: generator sub-base (200-gallon double-walled).

Photo No. 4

Location:

Fire Pump House

Description:

Tank # 4: fire pump engine supply tank (110 gallons, estimated).

APPENDIX E

PHOTOGRAPHIC LOG

Client Name:	**Site Location:**	**Project No.**
Miami-Dade Transit	Central Bus Maintenance Facility	70238

Photo No. 5

Location:

Operation and Inspection Garage

Description:

One of the tanks supplying the in-floor hydraulic lift system (Tank #s 9, 10, or 11). Leakage was often observed with these tanks (oil-soaked dry sweep indicated by arrow).

Photo No. 6

Location:
Operation and Inspection Garage

Description:
Upper left: Bay # 16 entry berm: water with sheen clearly penetrating berm. Bottom right: Bay # 15: entry berm absent and water with sheen penetrating concrete joint and percolating into subsurface soils.

Before the building structures of the Major Overhaul Garage, the Operation and Inspection Garage, and/or the Fire Pump House can be considered secondary containment dikes, sealed floor berms at every ground-level building opening need to be added, tested, and/or repaired. Further, wall/floor joints, floor berms, and concrete floors need to be rigorously inspected and maintained on a continuous basis.

APPENDIX E

PHOTOGRAPHIC LOG

Client Name:	**Site Location:**	**Project No.**
Miami-Dade Transit	Central Bus Maintenance Facility	70238

Photo No. 7	
Location: Operation and Inspection Garage	
Description: Tank # 15 / Bay # 23 (Steam Cleaning). At time of inspection, the floor and tank was covered with a considerable amount of oily water and sludge, and was unattended. For SPCC compliance, it is recommended issues like this throughout the facility be addressed by a metric of continuous upkeep, handled by dedicated personnel on a full-time basis.	
Photo No. 8	
Location: Operation and Inspection Garage	
Description: Shown is a 110-gallon (estimated) single-walled diesel fuel dispensing cart (Tank # 18; Tank # 6 at Major Overhaul Garage is identical). Aside from aforementioned secondary containment issues of both garages, it is recommended each cart be retrofitted with a simple mechanical level gauge for SPCC compliance (so as to aid in preventing overfills).	

APPENDIX E

PHOTOGRAPHIC LOG

Client Name:	**Site Location:**	**Project No.**
Miami-Dade Transit	Central Bus Maintenance Facility	70238

Photo No. 9

Location:
Transportation Building

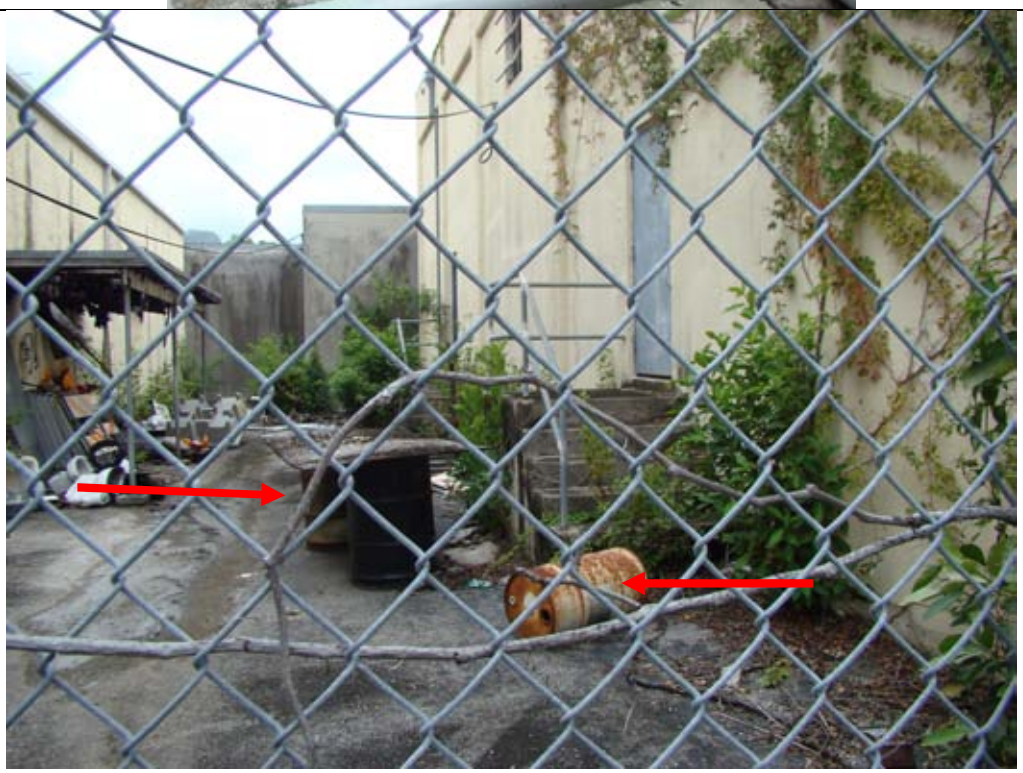
Description:
Tank # 27, a 15-gallon (estimated) day/return tank for the building's emergency generator. Although the tank is a flow-through vessel less than 55 gallons in capacity, and is thus exempt from certain SPCC requirements (i.e., quick-response level sensing, secondary containment), for general SPCC compliance it is recommended the tank be repainted (and possibly re-surfaced) and retrofitted with a more robust mounting system. Arrow indicates one of the leg-to-concrete mounting plates was missing.

Photo No. 10

Location:
Abandoned courtyard or alley behind several Facilities Maintenance Division buildings

Description:
Although these drums were deemed empty at time of inspection, rusty, unlabeled, overturned, and/or not -secondarily-contained drums may be "red flags" for a typical regulatory inspector.

For SPCC compliance and better appearances for audit purposes, it is recommended a metric of continuous drum monitoring (i.e., moving to secondary containment, checking for leaks, applying proper labels) be handled by dedicated personnel on a continual basis.



Appendix F

Internal Discharge Report Form

Internal Discharge Report Form	
General facility information	Miami-Dade Transit Central Bus Maintenance Facility Address: 3300 NW 32nd Avenue Unincorporated Miami-Dade County, Florida 33142 Main Telephone: (786) 564-6437 [Support Services Superintendent (Major Overhaul Garage Chief) Lennox Roach] (786) 236-0502 [Operation and Inspection (O & I) Garage Bus Maintenance Chief Guido Valdes) • Environmental Department (Akbar Sharifi)– office: (786) 469-5269 • Environmental Department (Akbar Sharifi) – cell: (786) 794-4327
Date and time of discharge	
Type of material discharged	
Estimated total quantity of discharge	
Source of discharge	
Description of all affected media	
Damages or injuries incurred	
Immediate response corrective actions	
Evacuations	
Agencies, officials, response contractors contacted	

CHEROKEE ENTERPRISES, INC.